"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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THE WEATHER.

Showers in morning, then fair; fresh to brisk westerly winds.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 72¾c; cash corn, No. 2 mixed, 35¾c; cash cotton, 5⅝c.

FOREIGN—Emperor Francis Joseph has issued a rescript on the assassination of the Empress, and has founded in her memory the Order of St. Elizabeth, whose medals he will confer on meritorious women. The Sultan has ordered the Turkish military commander in Crete to accede to the demand of the British Admiral for disarmament. Gen. Chanoine, the new French Minister of War, is said to have declared that he will not sanction any attempt, under pretext of a revision of the Dreyfus proceedings, to attack the army. The action of the Cabinet Council looking toward revision is said to have been taken against the determined opposition of President Faure. The outcome of the case is in doubt, but there is a report in Paris that a steamer has gone after the prisoner, and it is believed that stirring events are impending. The eruption of Vesuvius causes apprehension. It is reported that France will consent to the occupation of Fashoda by Great Britain.—Pages 1 and 7.

Page 1.

Eight men selected by the President to be members of the commission to investigate various branches of the War Department are said to have accepted.

Citizens of the Oranges, in New Jersey, are interested in a plan to form a Greater Newark by consolidating the various municipalities with the larger city.

Mrs. Alice Neiss of 2,915 Eighth Avenue last night killed her little boy, five years old. She playfully snapped a revoverl at him, thinking the weapon was unloaded.

Impressive memorial exercises were held yesterday for the Empress Elisabeth of Austria at the Grand Central Palace. Fully 2,000 persons were present and listened to addresses by W. Bourke Cockran, Morris Cukor, and Otto P. Kempner.

Lieut. Gov. Woodruff had a talk with Senator Platt at Manhattan Beach yesterday, and his visit there caused rumors that he was to be the Platt candidate for second place on the Roosevelt ticket. His friends insist that there is no reason why he should not receive the nomination.

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A woman was knocked down and perhaps fatally hurt, by a tandem ridden by two boys, while crossing the Boulevard.

Rough Rider Henry J. Eberman, formerly a New York policeman, who died of typhoid fever in St. Mary's Hospital, Brooklyn, was buried at Chappaqua yesterday after a funeral service in the hospital.

Capt. Allyn Capron of the First Cavalry, a survivor of the battle of Santiago, died yesterday of typhoid fever at his home, Fort Meyer, Va. His son, killed in battle at Santiago, was also an officer in the army.

A body found in the North River yesterday is believed to be that of Alfred Manseau, who declared when his friend and benefactor, Charles H. Heinrichs, died a week ago that he would follow him shortly. He disappeared last Tuesday.

Another identification of the body of the woman supposed to have been drowned at Bridgeport, has been obtained. It is now said that it is the body of an unknown woman who spent a night recently in a charity home there, traveling from New York to her home at South Norwalk.

Page 3.

Sickness among the troops of Gen. Lawton's command at Santiago is increasing, nearly one-sixth of the force being ill at present.

Archbishop Dozal of the Philippines said that he was opposed to the islands either remaining under Spanish control or becoming absolutely independent.

Two men who were riding saddleless and bridleless horses in upper First Avenue yesterday, in supposed imitation of Rough Riders, were taken in charge by the police.

A Corporal and five privates of the Ninth Massachusetts Volunteers arrived at Jersey City from Camp Meade yesterday on their way home, having ridden north in the caboose of a freight train. They said they were told to get home as best they could.

The ambulance ship Shinnecock arrived from Montauk Point yesterday with 212 sick soldiers, of whom 128 were sent to Philadelphia on a hospital train. The others were removed to hospitals and other places in this city. In Jersey City aid was refused in transferring the patients.

The few Rough Riders left in the city were not much in evidence yesterday, but some were seen in Fifth Avenue, admiring the splendor of women's costumes. A ranchman of the command was in court as complainant against the proprietor of a music hall in which he says he was robbed.

The cavalry regiments at Camp Wikoff will now probably remain there until they embark for Cuba. The Colonels consulted about the matter by Gen Wheeler, at request of Adjt. Gen. Corbin, were unanimously against sending the division to a camp in the South. Three men were arrested in the camp yesterday on the charge of stealing blankets and cots belonging to the hospital.

Page 4.

A large crowd visited the navy yard yesterday to inspect the warships. The Oregon and Iowa may soon sail westward. The Massachusetts has left the dry dock.

A high naval authority expressed his disagreement with the opinion of Comodore Hichborn that the uselessness of torpedo boats and torpedo boat destroyers was demonstrated in the recent naval battles.

Mrs. Marie Barberie and her niece, Lucille Demate, were terribly burned at Passaic yesterday through the explosion of a gasoline stove, which set fire to their clothing, and are not expected to recover.

The Mayor of North Plainfield, N. J., is hoping to rid the town at last of the numerous skunks which have annoyed the residents so much lately. A Pennsylvania farmer's son has written the Mayor a letter offering to annihilate the animals at a dollar a head.

Miss Winnie Davis, daughter of Mrs. Jefferson Davis, died yesterday at Narragansett Pier. Miss Davis had been suffering with malarial gastritis several weeks, but was supposed to have passed the dangerous crisis of her illness when the relapse came.

Page 5.

A New York cricket team will play Warner's English eleven at Livingston, S. I., on Wednesday and Thursday next.

Major Richardson of Pennsylvania has been sent hither by Gov. Hastings to find sixteen missing volunteers from that State.

A committee of fifteen has been appointed by the National Council of Education to consider the question of establishing a National University.

The New York baseball team easily defeated the Brooklyn team yesterday in a game at Weehawken. The score was 7 to 3.

The Rev. Dr. John C. Eccleston, for forty years rector of St. John's Church, Clifton, S. I., resigns on account of ill health despite the earnest objections of his parishioners.

Police Captain William Meakim, after twenty-eight years of service on the force, died last night at his home of cancer of the stomach.

Preaching at the Madison Avenue Presbyterian Church last night the Rev. C. L. Thompson said it was our moral duty to keep the West Indian and Philippine Islands from the blighting rule of Spain.

A runaway horse ran into an open Boulevard car at Forty-second Street, wedging itself between two seats, and smashing the woodwork as well as scaring the passengers, until extricated by a plucky bicycle policeman.

The Red Hungarian Orchestra played for the Commissioners of Immigration at the Barge Office yesterday to prove that it was a company of artists, and therefore not subject to deportation under the contract labor law.

Although near the close of the season, the Harlem was crowded yesterday by representatives of almost all the rowing clubs, the oarsmen seeming loath to abandon their sport for the Winter. Several barges went to College Point.

Felix Chesnovitch, a Polish saloonkeeper of Elizabeth, N. J., was held in $300 bail yesterday on a charge of having thrown a cupful of diluted carbolic acid in the faces of two boys who were playing under the swinging door of his barroom. The lads are disfigured for life.

Page 7.

[illegible] Hotel, Lakewood, N. J., is [illegible]

It has never paid, being too large for economical management. Nathan Straus and Max Nathan may buy it and reorganize the enterprise.

Page 10.

The Rev. Dr. John Balcom Shaw referred in his church yesterday to the death of the Rev. Dr. John Hall and mourned his loss.

The Speedway was thronged yesterday, light road wagons being most in evidence. There were a few accidents, resulting from careless driving.

The Brooklyn Institute of Arts and Sciences will resume work on Thursday, Sept. 29. The programme for the season contains many new features.

Six stray cows made trouble for the police at Amsterdam Avenue and One Hundred and Seventy-fifth Street yesterday. It took two mounted men four hours to drive them to the pound.

Bertram I. Darmont, a medical student, and a woman who claims to be his wife, were arraigned in the Yorkville Police Court yesterday on separate charges of fraud and theft. The charges, however, were not prosecuted.

William Davis of Short Hills, N. J., as he called himself, was arrested in front of the Hoffman House last night on a charge of having robbed an artilleryman. He said he was a cavalryman, but did not attempt to explain why he wore an infantry coat.

The Rev. Madison C. Peters, in his sermon at Bloomingdale Reformed Church last evening, vigorously denounced the manner in which the volunteers have been treated, and declared that a fearless investigation was imperative, as well as the reform of the War Department.

At the Church of the Eternal Hope yesterday the Rev. W. S. Crowe preached upon "Some Lessons of the War." He maintained that the results were well worth the sacrifice, as the spirit of brotherhood had been revived, class prejudice lessened, and the Anglo-Saxon reunited.

The Rev. W. H. P. Faunce, dwelling upon the courage of modern soldiers in his sermon at the Fifth Avenue Baptist Church yesterday, said that the late war had shown that the young men of to-day were as strong in fibre, ready in resource, and enduring and heroic as their ancestors.

At a session meeting in the Fifth Avenue Presbyterian Church yesterday a resolution was adopted and read to the congregation, expressing sorrow over Dr. John Hall's death. A cable message was sent to Mrs. Hall asking her wishes in reference to public services. The Rev. Dr. Alexander Connell of London preached, and briefly eulogized Dr. Hall.

At the meeting of the Central Labor Union yesterday a motion that the authorities be requested to investigate the death of Thomas Summ who was killed in the insane asylum on Blackwell's Island recently, was unanimously adopted. The miscellaneous section of the union was directed to give the post of Secretary to Delegate Johnson of the Manhattan Musicians.

Arrivals at Hotels and Out-of-Town Buyers.—Page 5.
Marine Intelligence and Foreign Mails.—Page 3.
Yesterday's Fires.—Page 2.
Court Calendars.—Page 8.
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THE PRESIDENT'S COMMISSION.

Eight Men Said to Have Consented to Aid in the Investigation.

WASHINGTON, Sept. 18.—It is probable that the President has secured eight members of his investigating commission. They are Messrs. Gilman, Howell, Sexton, Keen, Dodge, Denby, Weld, and Lee. Stephen M. Weld of Boston and Gen. Stephen D. Lee of Mississippi have just signified their willingness to serve.

There are four Democrats and four Republicans. The Republicans are Keen, Sexton, Dodge, and Weld, and the four Democrats are Gilman, Howell, Lee, and Denby. The President, it is said, will select another Democrat, if possible, so as to give more color to his declared intention of having a non-partisan commission.

It was said to-night by one of his friends that Mr. McKinley had despaired of getting a prominent army man to accept the place. He has asked three ex-Secretaries of War—Lincoln, Lamont, and Endicott, and he is not attracted by the prospect of procuring a conspicuous military officer or official in lieu of Schofield. Among those who have declined the offer recently are mentioned Charles Stewart Smith and George E. Waring of New York, Gen. Jackson of Tennessee, and Gen. Ruger.

A NEW TIN PLATE PLANT.

Welsh Manufacturer Expected to Locate Near Pittsburg.

PITTSBURG, Sept. 18.—The owner and manager of the largest tin plate plant in the world, situated at Swansea, Wales, has sold his possessions, and it is said he will locate in the vicinity of Pittsburg. The Worcester and Upper Forest Works, at Morristown, Wales, owned by William Williams, two sons, and others, were sold during the early part of the month at public sale for £88,000. The two sons of Mr. Williams spent several months here last Spring, selecting a site for a plant, and took options on the Monongahela River.

The plant in Wales covered forty-five acres and included furnaces, a steel mill, and repair shops. It had a frontage on Swansea Canal. Friends of Mr. Williams say that he recognized that the tin plate trade had shifted from Wales to the United States, and that it would not be revived sufficiently in Great Britain to again become a paying industry. He collected data on the trade here and made up his mind that Pittsburg, with its cheap fuel, would be the place to manufacture the article on a large scale. Mr. Williams is expected here in a few weeks.

SPECULATOR RECOVERS MONEY.

Deposits of a Chicago Commission Company Attached.

CHICAGO, Sept. 18.—Acting under the terms of a writ of attachment secured some days ago by Frank Hall, the showman, against the Columbia Commission Company, six Deputy Sheriffs and a locksmith forced an entrance yesterday to the company's box in the vaults of the Commerce Safety Deposit Company and recovered $3,636 in money. Part of it was in gold coin, which Hall declares is a portion of the $9,000 he charged the commission company with obtaining from him in bucket shop deals.

The levy was not made until after the deputies had overcome the objections of Manager Allyn of the Safe Deposit Company, who shut and locked the vault gates behind the first two deputies who entered, and drew a revolver to prevent the locksmith, Charles Bauchs, from breaking the locks to release them. Finally, with hammer and chisel, the smaller lock on the box of the commission firm was broken and the cash secured.

The cause of the raid was the issuance of a writ of attachment in the Circuit Court to Frank Hall against the Columbia Commission Company.

New Haven Democrats for Silver.

NEW HAVEN, Sept. 18.—The New Haven delegation to the Democratic State Convention to be held at Bridgeport Wednesday met to-day for the purpose of organization and developed a few surprises which, it is thought, will have an important bearing on the State Convention. A bitter contest between the gold and silver Democrats was anticipated, but none developed, and Alexander Troup, who is Chairman of the State Committee, was chosen as New Haven's representative on the Committee on Resolutions. A resolution declaring that the Connecticut Democrats "reaffirm the platform of principles adopted at the last National Democratic Convention in Chicago" will be presented to the convention by the New Haven delegation.

WOODRUFF AT THE BEACH

The Lieutenant Governor Has a Talk with Senator Platt and Rumors Result.

MAY RUN WITH ROOSEVELT

His Friends Insist that There Is No Reason Why He Should Not Do So—Predictions as to the Ticket.

The recrudescence of Timothy L. Woodruff as a probability for Lieutenant Governor on the ticket with Col. Theodore Roosevelt was the feature of yesterday's developments in the political situation.

For some days past, Mr. Woodruff had been classed as an impossibility by the Republican machine managers, who take their cues from Mr. Platt. There was a time when he was understood to have wavered between sticking to Gov. Black's failing fortunes and transferring his flag to the victorious Roosevelt column. That was when he returned from the North Woods and found that the Brooklyn district leaders had been interviewed by State Chairman Odell and had declared almost to a man for Roosevelt for Governor. Then the Lieutenant Governor had the proffer, it is said, of the Platt support for renomination if he would throw the Kings County delegation in the State Convention to Roosevelt. He returned to Albany, had another confidential talk with Gov. Black, and came home to announce that he would be a candidate only on the "old ticket," and that he would stand by the Governor until the end. That decision, the Platt men then said, made Mr. Woodruff unavailable as Col. Roosevelt's running mate.

Goes to Manhattan Beach.

But yesterday a change was wrought. Lieut. Gov. Woodruff went to Manhattan Beach, where Mr. Platt still is, and he had a long conference with the Senator. Accompanying him was a considerable party of Brooklyn politicians who are interested in the Lieutenant Governor's political fortunes, including Senator Julius L. Wieman, United States Marshal Charles J. Haubert, and State Committeeman John G. Denbert.

What Mr. Woodruff and these Brooklyn friends of his talked about with Mr. Platt, none of the participants in the conference would say, but it was noticed that Republicans who saw Senator Platt afterward did not regard Woodruff as an impossibility for Lieutenant Governor any more. In fact, they began to argue as to why he would be the best running mate for Roosevelt in a way that made those who heard them believe that Mr. Platt had changed his mind about Mr. Woodruff, and that the young Kings County leader would yet be the Platt candidate for the second place on the Rough Rider's ticket.

These Platt men recalled that the Senator had always had a soft spot in his heart for "Tim," and they urged that nothing would be more natural than that he should wish to retain him on the ticket, since none of the reasons offered for dropping the Governor applied to the Lieutenant Governor. It was further pointed out that Kings, with its 122 votes in the State Convention, is a highly important factor in the political situation, a fact which Mr. Platt had directed attention to in talks on the subject, and that if the Lieutenant Governorship did not go to the county it would demand some other place on the ticket. It is not to be forgotten, too, these Platt Republicans said, that it was Kings County's declaration for Roosevelt that turned the tide in his favor and made it possible for Mr. Platt to accomplish the downturning of Black with ease and safety. These are good reasons, it was urged, why the county should be given the candidate it wants on the State ticket. Of that choice there is no doubt, the delegation being pledged individually and collectively for Woodruff for Lieutenant Governor.

How His Friends Argue.

It has long been evident that Mr. Woodruff would be unable to hold more than a handful of his own delegation in line for Black. This being true, his home supporters have urged that there is no reason why he should insist on being defeated simply because Gov. Black is not an acceptable candidate. Mr. Woodruff, they insist, is Kings County's candidate for Lieutenant Governor, and they urge that he cannot refuse to accept the nomination for that post no matter who is to head the ticket. They expect him to remain loyal to Gov. Black, they say, but loyalty, they protest, would not require that he retire from the field when the Governor fails of nomination.

When Republican observers of the situation put this talk alongside of the statement made by Lemuel E. Quigg after the Roosevelt-Platt conference on Saturday, that if Kings County put up Woodruff New York would vote for him, and that he probably would be nominated, they concluded that Mr. Woodruff had had his name inscribed on the Platt slate directly under that of Theodore Roosevelt. If the Lieutenant Governor really were out of the running, as he had been supposed to be, it was reasoned, why should he go to the beach for a long talk with Mr. Platt?

Mr. Woodruff, after his conference with the Senator, reiterated his declaration that he expected to stick to Gov. Black as long as he was in the race. He said he proposed to do all he could to bring about the Governor's renomination, and he wished it distinctly understood that he was a candidate on the "old ticket" only.

The Other Candidates.

With the State Convention only ten days off, speculation among Republican politicians concerning the minor places on the ticket is increasing. By the Platt men, it is regarded as practically settled that ex-Judge John M. Kellogg of St. Lawrence is to be the candidate for Attorney General. He is Senator George R. Malby's candidate, and his going on the ticket, it is said, insures the Senator's support of Roosevelt. John P. Jaeckel of Cayuga is understood to be assured of Mr. Platt's backing for State Treasurer. For State Engineer and Surveyor, Herschel Roberts, present Deputy under Campbell W. Adams, is a candidate.

If the convention should be held to-day, experts in political prognostication said yesterday that these nominations would probably be made:

For Governor—Col. THEODORE ROOSEVELT of Queens.

For Lieutenant Governor—TIMOTHY L. WOODRUFF of Kings.

For Secretary of State—ANDREW DAVIDSON.

For Attorney General—JOHN M. KELLOGG of St. Lawrence.

For State Treasurer—JOHN P. JAECKEL of Cayuga.

Senator Platt had nothing to say [illegible] day supplementary to his brief [illegible] Saturday concerning his talk [illegible] Roosevelt. When one of his callers asked, "Do you care to say, Senator, whom you are for for Governor?" his answer was, "I don't think that is necessary."

Mr. Platt will leave the Manhattan Beach Hotel to-day and reoccupy his former apartment at the Fifth Avenue Hotel. He expects to start for Saratoga on Saturday.

COL. ROOSEVELT TAKES A SAIL.

He Has Nothing to Say on Politics—Plans for the Jubilee.

OYSTER BAY, Sept. 18.—Col. Roosevelt, accompanied by Lieut. Goodrich and Robert Monroe Zinger, attended service in the Episcopal Church this morning. The Rev. Dr. Woolworth preached. After service Col. Roosevelt and his companions went to the residence of Joseph Steers, where they took luncheon. Afterward they went out for a sail in Mr. Steers's yacht. Col. Roosevelt said on his return that he had nothing in politics to talk about, and had not been thinking about anything political during the day.

Oyster Bay is covered with posters as it never was before. They announce the peace jubilee for Wednesday night, and in big letters the fact that the leader of the Rough Riders will make the principal address, the first he has made since he entered the army.

RICHER THAN KLONDIKE VEINS.

Gold Fields of British Columbia Discovered Which Are Panning Out Great Profits.

TACOMA, Washington, Sept. 18.—During the last two days reports have been received which show conclusively that the new Atlin gold fields in British Columbia are more extensive than those of the Klondike. Reliable business men bring news that official reports to this effect are being made by British officials to the Canadian Government.

No creeks as rich as El Dorado have been found, but on six or seven creeks claims are paying $20 per day per man above expenses. The results are being obtained above bedrock, which has been reached only in few instances. Since July mining has been in progress on Pine and Spruce Creeks, emptying into Lake Atlin. Within the last few weeks rich discoveries have been made on Boulde or Musket Wright, Birch, Moose, and Surething Creeks, and on large glacial moraines.

Near Pine Creek wonderfully rich bench claims are being opened on moraines. They seem richer than creek claims, yielding coarser gold and more nuggets. Ten thousand claims have been staked in all the Atlin district, and 700 recorded. Under British Columbia law, no recording can be done between Sept. 15 and June 15. Frietz Miller's discovery claim has produced $8,000 in two months, crudely worked. The rush to the district continues from Puget Sound, Juneau, Skaguay, and Dawson. Two thousand men are now there. Being but three days' travel by water from Skaguay, supplies and machinery can be taken in cheaply.

Three towns have been laid out, Atlin City on Lake Atlin, one on Taku Arm, and the third at Pine Creek.

J. B. King, formerly a Chicago journalist, has purchased three claims on Bonanza, Eldorado, Sulphur, Dominion, and Moosehide Creeks, in the Klondike district, for the Alaska Gold Fields, Limited, of London, price, $1,000,000, which is now deposited in the Chemical Bank. The sale was negotiated by Guggenheim, Untermyer & Marshall of New York, representing Rosenthal and other vendors. King took an expert in last month, returning yesterday. He confirmed the sale.

STEEL FOR BRITISH SHIPS.

Chicago Firm's Contract for 2,500 Tons of Plates from Victoria, B. C.

CHICAGO, Sept. 18.—The Scully Steel and Iron Company yesterday closed a contract for the delivery of 2,500 tons of steel plates at Victoria, B. C., to be used in the construction of five steamships by one of the largest shipbuilding firms in that point.

The value of the contract exceeds $100,000. The contract was secured against the competition of the largest steel firms in this country.

MRS. DAVIS SCARED A ROBBER.

Wife of the Minnesota Senator Had a Revolver in Her Satchel.

ST. PAUL, Minn., Sept. 18.—While the wife of Senator Cushman K. Davis of this State was returning over the Northern Pacific from the Pacific Coast a short time ago a robber climbed on the truss rods as the train was leaving Glyndon, Minn., and attempted to crawl through the window into the stateroom she was occupying. Mrs. Davis warned him away and the fellow made some threatening remarks.

In an open satchel on the seat Mrs. Davis had a revolver. She thrust that in the would-be robber's face and he dropped from the rapidly moving train to the ground. Mrs. Davis feared the man had been killed and had the train crew wire the agent to look him up. The fellow had suffered some bruises, but was not seriously injured.

Mr. Bayard's Condition.

DEDHAM, Mass., Sept. 18.—The physicians who are attending Mr. Bayard give no hope of his recovery. His condition shows no marked change.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The weather conditions are moderate over the whole country. A storm appears to be developing in the West Gulf. Thunderstorms and rains have occurred in the North Atlantic and West Gulf States. The temperature has risen between the Middle Rocky Mountain district and the Middle Mississippi Valley, and has remained nearly stationary elsewhere. Showers may be expected on the South Atlantic and the Middle and West Gulf Coasts. Showers, followed by fair weather in New England, and generally fair elsewhere.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		TIMES.
	1897.	1898.	1898.
3 A. M.	55	67	72
6 A. M.	50	66	70
9 A. M.	54	70	77
12 M.	62	78	88
4 P. M.	67	84	81
6 P. M.	61	83	81
9 P. M.	62	76	77
12 P. M.	60	72	75

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	76⅝
Weather Bureau	74½
Corresponding date 1897	58⅞
Corresponding date for the last twenty years	66

The humidity at 8 A. M. was 98 per cent. and at 8 P. M. 68 per cent. The maximum temperature was 85 at 3 P. M., and the minimum 66 at 6 A. M.

Albany Day Line Trips. Enjoy the [illegible] weather on the Hudson. [illegible]

DREYFUS AND THE CABINET

Decision of the Council to Refer the Case to a Commission May Lead to Stirring Events.

FAURE OPPOSED TO REVISION

Action of the Government Taken in Opposition to His Protest—Steamer Said to Have Gone After the Prisoner.

PARIS, Sept. 18.—Le Soir says that Gen. Chanoine, the newly appointed War Minister, told friends that he regarded himself as a sentinel relieving another charged with watching over the army's rights, and intimated that as he was appointed after the first Cabinet Council of Saturday he was not responsible for the decisions reached at the Council. He declared that should he see any attempt, under pretext of a revision of the Dreyfus proceedings, to engage in manoeuvres against the army, he would immediately resign.

A semi-official note explains that Gen. Chanoine only had a conference with President Faure after his appointment to succeed Gen. Zurlinden had actually been signed. The decision of the commission appointed to consider the matter of the revision will be in no way binding upon the Cabinet, which will still have to decide the actual question of revision. It is reported, however, that a vessel has already started for the Ile du Diable in readiness to bring Dreyfus to Paris, and M. Brisson and Gen. Chanoine are determined that nobody, however high his position, shall be sheltered.

Stirring events are regarded as impending. Gen. Zurlinden is credited with the belief that there is a Picquart mystery, and it is believed that he fully intends that Col. Picquart shall be prosecuted. According to Col. Picquart's written statement to the Minister of Justice four secret documents were submitted to the court-martial held in 1894 behind the backs of Dreyfus and his counsel.

It is reported that the Government has selected Beauvais, capital of the Department of Oise, as the most suitable town in which to hold the rehearing of the case.

The difficulties attendant upon securing a revision of the Dreyfus proceedings may be gauged from the story now published that Gen. Zurlinden practically sacrificed himself by advocating a revision of the case, and that his change of opinion was due to the strong feeling which he afterward found among his subordinates at the War Office. According to newspaper accounts, which are undoubtedly fairly correct, Premier Brisson only got his way at Saturday's Cabinet Council, though supported by eight of his colleagues, after a tough fight against Gen. Zurlinden and M. Tillaye, the Minister of Public Works, who were warmly supported for three hours by President Faure himself.

At the opening of the council, M. Sarrien, Minister of Justice, stated his views of the case at considerable length, expressing the conviction that a revision was necessary for the peace of the country and expedient on the ground that many of the documents in the dossier appeared to be of doubtful authenticity, and, above all, that Col. Henry's admission of forgery threw suspicion upon all his evidence.

M. Sarrien, however, did not ask the Council to decide for or against revision, but only asked permission to submit the matter to a commission.

M. Faure opened the discussion. He did not directly oppose a revision, but pointed out political and other objections to reopening the case.

It is said that M. Brisson went so far as to remind M. Faure of the Constitutional limits to his functions.

Gen. Zurlinden admitted that when he took office, if he was not a Dreyfusite, he at least had an open mind and felt great sympathy for the Dreyfus family. A deep study of the dossier, however, he said, had absolutely convinced him that Dreyfus was guilty.

Finally a division occurred, in which M. Faure did not take part.

A majority of the Paris papers approve of the Cabinet's decision, which is looked upon as the first definite step taken toward revision.

A few unimportant street demonstrations occurred last night.

WAS DREYFUS TOO ZEALOUS?

Said to Have Been the Victim of Traitors Who Feared Exposure.

LONDON, Sept. 19.—David Christie Murray publishes in The Morning to-day a long story regarding the Dreyfus affair. The author vouches for the truth of the story, but declares that he cannot disclose the sources from which he obtained his information.

The article says in effect that Dreyfus was engaged as a spy in the employment of a secret department of the French Army against those suspected of trafficking with Germany and other powers. His zeal here, so the story goes, led him to become the victim of revenge on the part of Col. Henry, Comte Esterhazy, and Col. du Paty de Clam, who themselves were concerned in treasonable practices.

DREYFUS PLAY IN HAVANA.

Frenchmen Resent Reflections on the Honesty of the Trial.

HAVANA, Sept. 18.—At the Tacon Theatre last night there was produced a play based upon the Dreyfus trial, in which Dreyfus was portrayed throughout as an innocent victim of conspiracy in the French Army. From the start the sympathy of the audience for Dreyfus was plainly manifested.

Four Frenchmen, one of whom is supposed to have been an officer of the French gunboat Fulton, now lying in the harbor, occupied a box in the first tier. All of them carried boatswain's whistles, and at the first insinuation against the honesty of the trial they began to blow the whistles and to hiss the players. A scene of indescribable tumult followed, the entire audience rising in defense of Dreyfus. The Frenchmen were forcibly ejected, and the performance was continued without further interruption. The man who was thought to be an officer of the Fulton refused to give his name at the station house to which the party was taken after being ejected from the theatre and was locked up over night.

Gen. Blanco has prohibited the future performance of the play in Havana.

Lightning Burns Maine Buildings.

YORK, Me., Sept. 18.—This afternoon lightning caused the destruction of the farm buildings of E. H. Norton and of the [illegible] of Charles Allen. The aggregate loss is over $2,500.

MOTHER KILLS HER CHILD.

She Playfully Snaps a Revolver at Him, Thinking the Weapon Was Unloaded.

By the careless handling of a loaded revolver, thought to be unloaded, Mrs. Alice Neiss of 2,915 Eighth Avenue last night killed her son Willie, five years old.

A month or more ago the woman's husband, Frederick, bought a revolver of small calibre. There had been some talk of burglars in the neighborhood and he wanted to be ready for them. He bought cartridges, too, but placed them in a closet, saying he thought in case of burglars there would be time enough to get the weapon from the drawer where it was kept and load it. Mrs. Neiss did not want it loaded because of her two young sons.

The revolver lay apparently undisturbed in the drawer until last night. The family had company, and the conversation turned on the subject of the war, and from that on to firearms generally. "By the way," remarked Mrs. Neiss, "Fred bought a revolver; it's a very nice one." Then she got it out of the drawer to exhibit it.

"Be very careful," one of the company remarked, and Mrs. Neiss answered: "Oh, I'm always careful, but this isn't loaded. It's new, you know. It never has been loaded." Then she flourished the weapon, snapping the hammer once or twice. In a spirit of fun she pointed the revolver at little Willie.

"Mamma's going to shoot you," she said, laughing. Then she pressed the trigger. There came a sharp crack and a puff of smoke. The child fell to the floor. A cry went up from the assembled company. The mother stood dazed for a moment, holding the revolver in her hand. Then, with a low moan, she sank down beside the child, unconscious.

Before the policeman who was called came, a patch of blood had appeared on the little shirt of the child. The father and his guests stood by, horror-stricken and helpless.

The policeman had called an ambulance and the surgeon from the J. Hood Wright Hospital soon responded. He said there was only one chance of saving the child's life, and that was in getting him quickly to the hospital. The driver was urged to speed his horses, and he did. But fast as the ambulance sped along, the boy died as the vehicle approached the hospital.

Mrs. Neiss soon regained consciousness. The police were forced to lock her up until the case was officially investigated.

THE BIG ELECTRICAL POOL.

It Is Now Believed the General Electric Company Will Join.

CLEVELAND, Ohio, Sept. 18.—Prof. S. F. Short, Vice President of the Walker Company, in speaking to-day of the consolidation of that concern with the Westinghouse Company, said he believed it would soon lead to a combination of the interests of the general electric company and the Westinghouse Company. Prof. Short said the works of the Walker Company would remain in Cleveland and that their capacity would be doubled within a short time.

SPAIN AND THE PHILIPPINES.

Strenuous Effort to be Made to Keep the Islands from Being Given Up.

LONDON, Sept. 19.—The Daily Mail's Madrid correspondent says a long conference was held between Señor Sagasta, the Premier, and Señor Montero Rios, the President of the Spanish Peace Commission, today.

It resulted in the decision that the Peace Commission shall strenuously insist on the retention of the Philippine Islands by Spain.

INSPECTING THE ARMY CAMPS.

Secretary Alger and Gen. Sternberg Will Tour the South.

CINCINNATI, Ohio, Sept. 18.—Gen. George M. Sternberg, Surgeon General, and M. P. Ludington, Quartermaster General of the Army, arrived here to-night from the East to join Secretary of War Alger on his arrival to-morrow morning from Detroit. They accompany Secretary Alger on his itinerary of the Southern army camps. They begin to-morrow with an inspection of the hospitals at Fort Thomas, and on Tuesday go to Camp Hamilton at Lexington, Ky., thence to Knoxville, Chattanooga, and other Southern points where troops are and have been in camp.

PLAN FOR A GREATER NEWARK.

Citizens of the Oranges Are Interested in a Consolidation.

ORANGE, N. J., Sept. 18.—A large number of prominent citizens and large property owners of the Oranges are interested in a plan to form a Greater Newark by consolidating the various municipal governments of the Oranges with that of the larger city.

It is proposed to have a bill introduced in the Legislature this Winter having the consolidation of the municipalities as its object, and a mass meeting is to be held this week for the purpose of organizing a Consolidation Association for the purpose of aiding the passage and enactment of the proposed law.

The proposed Greater Newark is to extend to the top of the Orange Mountain, and will include the present municipalities of East Orange, Orange, and that part of South Orange and West Orange east of the mountain top.

YELLOW FEVER IN MISSISSIPPI.

Vigorous Measures to Check the Spread of the Disease.

JACKSON, Miss., Sept. 18.—Concerning the reported yellow fever at Oxford, Miss., the following telegram was received to-day from Inspector Gant:

"Have decided there are two cases in the Jumper family here. Can you send some one to take charge? Wire me at Water Valley."

Inspector Haralson has been ordered to Oxford to take charge. Inspector Dunn goes to Winona. Dr. Price of Raymond reports that he has a patient four miles southwest of that city who is suspiciously ill. Dr. Purnell will leave on a special engine to-morrow morning to diagnose the case. The patient lives about a mile from the country farm where there were eight cases of yellow fever during the epidemic last year.

The investigation of the suspicious cases in Jackson continues, and all suspects so far have been discharged. Each northbound train from the city carries a coachload of refugees. The Evening News has suspended publication. Dr. Murray declares that there is no yellow fever at Pontotec. The general situation throughout Mississippi seems reassuring.

NEW ORLEANS, La., Sept. 18.—The one case of yellow fever reported here was Mallory Kennedy, a son of Dr. T. S. Kennedy, a grandson of Secretary Mallory of the Confederate Navy and a nephew of Senator Mallory, who recently returned from Virginia. The source of infection cannot be traced. Drs. Murray and Carter of the Marine Hospital Service telegraphed to the Boards of Health of adjoining States asking that citizens of those States who have only been in the city a few days be allowed to return home as a sanitary measure.

The War Department to-day ordered Battery D, [illegible] Artillery, [illegible]

Kansas Banks in Good Condition.

TOPEKA, Kan., Sept. 18.—State Bank Commissioner John W. Bridenthal has issued the advance sheets of his annual report, which shows that a majority of the State and private banks in Kansas are carrying surpluses exceeding 50 per cent. of their capitals. The law requires 10 per cent. of net earnings to be carried to the surplus account until the surplus exceeds 50 per cent. of the capital. The report will show that Kansas banks are in better condition than ever before.

SERVICE FOR THE EMPRESS

Impressive Exercises Held at the Grand Central Palace by the Hungarian Literary Society.

BOURKE COCKRAN'S ADDRESS

He Characterizes Anarchy as an Impotent Force, and Says the Empress's Death Will Prove a Wholesome Lesson.

Impressive memorial exercises in honor of the murdered Empress Elizabeth of Austria were held yesterday in the Grand Central Palace under the auspices of the Hungarian Literary Society of New York and in the presence of an audience numbering fully 2,000 persons. The platform and galleries of the main hall were draped in crape and back of the speaker's table hung a full length portrait in oil of the Empress, also draped in black, and set off on either side by an American and a Hungarian flag.

Morris Cukor, President of the society, acted as Chairman, and after a funeral dirge, rendered by a Hungarian gypsy band, which started the order of exercises, made the opening address. He delivered a glowing eulogy of the character an attainments of the Queen of Hungary, as Elizabeth was best known to the Magyar race, and in conclusion said:

"Nothing could better characterize her late Majesty than the oft-expressed admiration for republican institutions, and especially for the institutions of this great Republic and its people, for whom she always entertained the highest esteem, almost amounting to affection. And it was, therefore, highly appropriate for the President of this great land to be among the first in expressing the sincere compassion and heartfelt condolence of the American Nation to the noble and grief-stricken monarch.

"The Hungarian nation loses not only its adored Queen, but its true friend and protector. It is strange that even years before she was crowned Queen of the Magyars, her heart went out to them in unbounded love. Where is the Hungarian that can forget the persistent efforts of the Queen, in her simple, gentle, and womanly way, in bringing about the treaty of 1867, restoring to the nation its constitutional rights, preserved throughout a thousand years? Who can forget the sublime and magnanimous act whereby the Queen donated the 200,000 florins presented to her by the people upon her coronation in 1867 toward the founding of the home for the surviving heroes who fought in the revolution of 1848-9?

"Where is the Hungarian in whose heart the tenderest chord is not touched when gazing upon the most pathetic scene in the history of modern Hungary—Queen Elizabeth, in deep mourning, kneeling at the bier of the Sage of Hungary, Francis Deak, and there, alone with the nation's dead, on her bended knees, engaging in long and fervent prayer for the people she loved so well. Where is the Hungarian, where the true man, whose eyes will not be dimmed by tears, whose soul will not be rent by pangs of grief, when standing at the grave where a nation sobs and humanity mourns?"

The male chorus of the Hungarian Singing Circle then sang a Hungarian song, which had been one of the favorite pieces of music of the late Empress, and Sigmund N. Ujvari delivered an oration in the Magyar language.

Speech of Bourke Cockran.

W. Bourke Cockran, the speaker of the day, followed with an address, in the course of which he said:

"Ages of violence have made the world familiar with assassinations, and the world has treated them as passing though shocking incidents of the time. When the dagger in the dark struck down a man in the prime of life because of some grievance entertained against the victim by the assassin, the shock was temporary, but when it turned its point against the noblest, the tenderest woman that ever occupied a throne, the atrocity of the crime appalls us, and even the eyes of savages will contain tears to swell the universal tide of mourning and regret.

"So suddenly was the dastardly deed committed that we have so far been unable to form any conception of the motive that actuated the murderer. It fairly darkens this century, which has been marked with such progress and advance in civilization. Yet, diabolical as the deed was, marring, as it does, the result of civilizing influences, it cannot be said that it is even a step in the direction of uprooting the stability of Government or the moral power. I do not minimize the deed. True, it narrows the horizon of the human race, and it seems as if morality were crumbling beneath our very feet. To see a human being, lowly and obscure, suddenly spring into the notoriety of unending infamy through an act so foul, almost forces men to revise their measure of depravity.

"Contemplating it still further it seems as if civilization were at a standstill, and anarchy threatened the integrity of the Government and the superior power of right. Yet let us not come to this conclusion rashly. Anarchy is powerless and civilization is secure. In fact the foundation has been strengthened. The Empress died as she had lived, a useful death. Let us consider the nature of the deed and what effect it may have on the future. The general feeling is that repressive laws should be instituted against the anarchists, and that the wretched beings that comprise this class be summarily punished. This is by no means necessary. The anarchist is largely the product of a wholesome fear of his own agitation. The anarchists have no serious organizations. The answer of the anarchist when questioned for a motive for his crime has at all times betrayed not the courage of a fanatic, but was simply the wild mutterings of a lunatic. The anarchists do not represent a formidable force from which harm may come. They are merely the result of a barbarism that has not yet waned. Civilization will not be arrested or disturbed through their influence.

World Better for the Lesson.

"It may be cruel to say it, but it is nevertheless true that the world is better for the lesson it has learned in this dire catastrophe. It has welded more closely the ties that bind the human race, and has demonstrated the endless sympathy which has flowed from the masses to the grief-stricken monarch."

Continuing, Mr. Cockran said: "Not in splendor or in pomp have great things been accomplished, but in sorrow and in grief. Consider this imperial husband, more sorely stricken than the Queen who lies dead in her coffin, but who is at last released from a life that has been filled with misery and affliction. Unsuccessful as the [illegible]

[illegible] has [illegible] in every way which he has [illegible], bowed down to the very ground by the awful calamity of his son's death, he stands to-day before all the world as the [illegible] the greatest influence for peace. [illegible] the sorrow of the individual has the [illegible] race been brought about. [illegible] in this glorious country we have had ample evidence of this fact. Our own well-beloved Gen. Grant, when laboring under the disadvantage of poverty, racked by the pains of a terrible disease, and writhing under the lash of public accusation, wrote his memoirs; which gave us the beautiful, true picture of the man's character. The martyrdom of Lincoln served but as a further incentive for the attainment of the end he had been striving to bring about, and so Queen Elizabeth's untimely death must bring with it the benefits the lessons of her life and death must teach.

When Mr. Cockran had finished a burst of applause greeted him from the audience, which until that time had been silent, impressed by the solemnity of the occasion. Many women sobbed as the speaker depicted the life of self-sacrifice which the late Empress had led, and pictured the sorrow of her surviving husband.

The exercises concluded with a violoncello solo by Mr. Krill, an address by Otto P. Kempner, and a mixed chorus by the Hungarian Singing Circle and the Ladies' Branch.

MESSAGE OF CONDOLENCE.

The Hungarian Literary Society Cables to the Emperor-King.

At a meeting of the Hungarian Literary Society held yesterday afternoon at 93 St. Mark's Place, a cable message of condolence was sent to the Emperor-King of Austria-Hungary, as follows:

> The Hungarian-Americans, in memorial meeting assembled under the auspices of the Hungarian Literary Society, give expression to their sorrow at the atrocious murder of the late beloved Queen Elizabeth, and to their intense sympathy and sincere grief. With the Hungarian nation we weep, and with the civilized world we mourn.
>
> MORRIS CUKOR, Chairman.
>
> Marcus Braun, Dr. Leo Sommer, Secretaries.

RUMORS ABOUT ANARCHISTS.

Police Said to be Watching Them Closely Recently.

John Most was recently asked to express an opinion about the assassination of the Empress of Austria. He was very guarded in his remarks, but said that the assassin must have been a lunatic to commit such a deed. "If, however, this is followed by the killing of some other European monarch," he continued, "that would go to show that the Anarchists in Europe have organized for the purpose of killing monarchs."

It was rumored that when the news of the assassination of the Empress was received here Chief Devery summoned John Most before him and warned him against commenting about the murder in his paper. Most is said to have replied that he would do as he pleased, inasmuch as this was a free country where there was freedom of the press. Thereupon Chief Devery is said to have told Most that if he was not careful he might again be made to work under a Chinaman in the penitentiary, as he had done before.

Another rumor was to the effect that a number of Anarchists had met in a hall not far from the Brooklyn City Hall to discuss the assassination. The meeting was secret, but the police heard of it and went there and demanded admittance. The Anarchists said they would not speak in public, but only in secret session, and thereupon they were ejected by the police, and the proprietor of the saloon who owned the hall was warned against harboring Anarchists. He said he did not know the object of their meeting nor that they were Anarchists.

ANARCHISTS REPORTED HERE.

Band to Which Luccheni Belongs Said to be in New York.

LONDON, Sept. 19.—The Daily Telegraph's St. Petersburg correspondent says he has ascertained that Luccheni, the assassin of the Austrian Empress, belonged to a gang of Anarchists, who went from Europe to the United States two years ago and who had for their object the assassination of the crowned heads.

The correspondent also says it is known that the chiefs of the band are still in New York.

To Act Against Anarchists.

ROME, Sept. 18.—The Government has proposed to the powers that international action be taken against Anarchists.

FRANCIS JOSEPH'S GRIEF.

The Emperor Issues a Rescript on the Assassination of the Empress Elizabeth.

VIENNA, Sept. 18.—A rescript of the Emperor to Count von Thun Hohenstein, President of the Austrian Council of Ministers, was published to-day conveying in eloquent and pathetic language the Emperor's thanks for the expressions of national sympathy with him in his great bereavement. In the course of the rescript his Majesty says:

"The murdering hand, the instrument of frenzied fanaticism aiming at the destruction of existing social order, which was raised against the noblest of women in blind and purposeless hate, struck a heart which knew not hate and beat only for good. Amid the unmeasured griefs by which I and my house are stricken and in the presence of the unheard-of deed which has sent a shudder through the whole civilized world, the voice of my beloved people first brings balm to my heart in affecting unison with the resound of universal lamentation for our immeasurable loss, like a faithful echo of all that moves my own soul. From my deeply sorrowing heart I thank all for this new pledge of devoted sympathy.

"If the festive peals which should have greeted this year must remain dumb, there yet remain to me the memory of innumerable proofs of loyalty and deep sympathy, the most precious gift which could have been bestowed upon me. Our common grief weaves a new and intimate bond between the throne and the Fatherland."

Another imperial rescript founds a new order, and medals of St. Elizabeth, in memory of the deceased, will be conferred upon women and girls meriting distinction in the various avocations of life or in special religious, humanitarian, and philanthropic works. The Emperor is invested with the sole right of conferring the order, which comprises three grades, with a grand cross for the first and second classes bearing an enameled picture of St. Elizabeth of Thuringia.

The first recipient of the order was the Countess Sztaray, who has received an autograph letter from the Emperor conferring upon her the grand cross of the order in recognition of her devoted services to the Empress in her last hours.

Drowned in the Lower Bay.

James Frith, thirty years old, of St. John's Avenue, Clifton, S. I., while returning from a fishing excursion with two friends, Peter Hammell and August Paulson, also of Staten Island, yesterday afternoon, fell overboard and was drowned. The men were in a sailboat. Near Hoffman Island Frith sat on the side of the boat allowing his feet to drag in the water. A lurch of the boat threw him into the bay. He was a good swimmer and called to his friends not to hurry. They, however, put about as quickly as possible, but just as they had come about Frith threw up his hands and sank. His friends thought he was fooling, but he did not reappear. It is supposed he was taken with a cramp.

Machete to be Made a Plowshare.

J. C. De Bohrs, a Rough Rider, who is also a member of the Salvation Army, talked to a large gathering at the army headquarters in Fourteenth Street last night. He spoke only of his work with the Salvation Army since he had been converted on the plains of Mexico two years ago. He announced that he would talk to-night of his part in the war in Cuba. De Bohrs brought home with him a machete, which will be beaten into a plowshare, with public ceremony, at a date to be announced.

Congressional Nominations.

[illegible]

THE EVACUATION OF CUBA

Spanish Commission Furnishes Information as to the Number and Location of Soldiers.

PLANS FOR THEIR EMBARKATION

Possible It Will Be the End of February Before All of Them Will Get Away—Gen. Wade in Good Health.

HAVANA, Sept. 18.—An official meeting of the Spanish Commission of Evacuation was held last night to consider the form of evacuation by the Spanish troops, and with the object of acquainting the American Commission with the exact number and position of the Spanish soldiers and the best method of embarking them.

This afternoon there were sent on board the Resolute sealed documents supposed to contain a statement of the results of last night's conference. It is understood it is proposed to start the evacuation from east to west, embarking the troops at the ports of Gibara, Neuvitas, Cienfuegos, and Havana.

The official statement of the number of Spanish soldiers in the island is said to place the aggregate at 100,000, and it is understood it is proposed that the men shall carry with them their arms, munitions of war, material, and equipments.

It is estimated that the end of February will have come before the evacuation of the island is completed, as the soldiers must embark in Spanish vessels. It is suggested that this will be an advantage to both countries, the United States having an opportunity to acclimatize its men during the Winter months, as it is proposed that the American Government shall land troops to occupy each post simultaneously with its evacuation, not leaving any post unguarded at any time.

The rumor that Gen. Wade, President of the American Evacuation Commission, is ill with yellow fever may be denied absolutely. Gen. Wade is looking the picture of health. He breakfasted this morning with his staff at the Louvre Restaurant.

To-morrow the Commissioners and their entire staffs will remove to the Trocha Hotel, at Vedado, which has been put in excellent sanitary condition. The general health aboard the steamer Resolute is good.

This afternoon a secret meeting of the officers of the Spanish warships now in port was held at the Admiral's palace. The object of the meeting is supposed to have been the consideration of the question which vessels should be returned to Spain, and what portion of the armament should be taken and what left.

A difference of opinion between Cubans and Spanish officers in a prominent café here this morning resulted in an exchange of abusive language and a free fight. The disturbance was promptly quelled by the police, and the ringleaders were arrested. The disorder is said to have been provoked by the Cubans.

Cuban Delegate in Paris Dead.

PARIS, Sept. 18.—Dr. Betances, the Cuban delegate in Paris, is dead.

EVACUATION OF PUERTO RICO.

Spanish Flag Likely to Disappear from the Island Within Three Weeks.

SAN JUAN, Puerto Rico, Sept. 18.—The preparations for the embarkation of the Spanish troops are reported to be complete, although the American Commissioners have not been officially advised to that effect. Two ships of the Compania Trasatlantica are expected to arrive here on the 26th inst. Five vessels will be required to transport all the troops, with their luggage and the field artillery and equipment. The Puerto Rican troops are to be landed near Cadiz.

The United States Commissioners have agreed that such troops as desire to remain here may do so, and practically all the volunteers and some of the regulars whose families and interests are here will remain. If the necessary ships were here the island would be evacuated and formally in the possession of the United States within three days.

The American Commissioners are highly gratified with the spirit shown by the Spaniards. The unexpected has happened. Where it was expected that opposition and delay would be encountered none has been found. In good faith the Spanish Commission has met the Americans, and arranged with them the terms of evacuation. The American Commissioners expect to see the United States flag hoisted and the Spanish flag hauled down forever within three weeks.

Four Soldiers Dead at Ponce.

WASHINGTON, Sept. 18.—In dispatches to the War Department to-night Gen. Brooke reports four deaths among the American troops at Ponce, Puerto Rico, as follows: D. C. Brace, Company A, Third Wisconsin, typhoid fever; Morton Bentley, Company C, Nineteenth Infantry, typhoid fever; Frederick Lindle, Company C, Nineteenth Infantry, malarial fever; Frederick S. Phelps, Battery B, Fifth Artillery.

Mother in Stupor, Child Dead.

Mrs. Eppinger of 465 Carroll Street, Brooklyn, who rents rooms to families, was going through the building at 10 o'clock last night when she found the three-year-old child of a lodger, Mrs. Kate Sennett, crawling about in the hallway. She took the child to its mother's room, where she knocked, but, getting no response, opened the door and entered. Mrs. Sennett was found lying on the floor in a stupor, and in a rocking chair near by was the dead body of the woman's two-months-old son. The child had been dead for hours. The landlady reported the case to the Bergen Street Police Station, where the mother, the living and the dead child were taken. The mother fought desperately while being transferred to the woman's prison on Clermont Avenue for the night. The living child was placed in charge of the Children's Society. Mrs. Sennett told the police that her husband, John, an electrician, deserted her three weeks ago.

Found Dead at a Crossing.

An unidentified man about forty years old was found dead yesterday at Currie's Lane crossing of the Central Railroad at Jersey City. He had apparently been struck by a train during the night. In his pockets were a Waltham gold watch, No. 687,620; also $11.20, some billheads of the Frost Veneer Seating Company, 208 Canal Street, New York, and a letter addressed to O. Sellars, Hartford, Penn. The man was of dark complexion, 5 feet 7 inches tall, and wore a dark suit with cutaway coat.

Presiding Elders Appointed.

BINGHAMTON, Sept. 18.—Bishop C. H. Fowler of Buffalo Saturday appointed the Rev. Dr. Austin Griffin of Oneonta, Presiding Elder of the Wyoming District to succeed the late Rev. J. G. Eckman of Scranton, and the Rev. T. F. Hall of the High Street Church of this city, Presiding Elder of the Oneonta District to succeed Dr. Griffin.

A Railroad Shed Burned.

PORT CHESTER, N. Y., Sept. 18.—Fire this afternoon destroyed a section of the waiting shed along the platform of the New York, New Haven and Hartford Railroad, at the Port Chester station. It threatened at one time to reach the handsome station and also Beyer's Port Chester Hotel. Some boys had set fire to rubbish outside the fence which bounds the railroad property.

Two Drowned at Newburyport.

NEWBURYPORT, Mass., Sept. 18.—The sloop yacht Emily was struck and sunk by a squall in the Narrows this afternoon, and of the five men who were on board, two—Adolphus Cole and Gustave Morreau—both of Amesbury, were drowned.

Ships for Hawaii and Manila.

SAN FRANCISCO, Sept. 18.—The Bennington sailed for Honolulu to-day, and the [illegible] loaded with supplies for [illegible] sailed for Manila.

CAPT. ALLYN CAPRON DEAD.

Artillery Officer and Survivor of Santiago Passes Away.

WASHINGTON, Sept. 18.—Capt. Allyn Capron, First Artillery, died at his home near Fort Myer, Va., to-day.

Descended from a family of soldiers and fighters, Capt. Allyn Capron is the third head of a Capron family to fall either in battle or from the results of a campaign. His father, Capt. Erastus A. Capron, was killed at the battle of Churubusco, Mexico, during the Mexican war, and Capt. Allyn K. Capron, his son, commander of Troop K of the Rough Riders, was the second man to fall in the battle of Sevilla Heights when that regiment made the gallant charge known as the fight of Las Guasimas.

It was during the campaign in Cuba that Capt. Capron contracted typhoid fever, which has resulted in his death. When Gen. Shafter's corps went to the front Capt. Capron accompanied it in command of his battery. In the midst of battle he received information of his son's death, but he never swerved, and his battery did some excellent work during the trying days that followed. The loss of his son preyed upon his mind, however, and when the surrender of Santiago was made he obtained leave of absence, and returned to his home at Fort Meyer, where the disease contracted at the front developed.

Capt. Capron was one of the best-known officers in the regular army and was regarded as an authority on military tactics. He had devoted himself particularly to that branch of the service, having been an honor graduate of the school of artillery in 1873.

He was born in Rhode Island in 1847 and was appointed from North Carolina to the military academy at West Point in 1863. June 17, 1867, he received his commission as Second Lieutenant in the First Artillery and remained with his battery until 1871, when he was transferred to signal duty at Fort Whipple, Va. Two years later he was promoted to First Lieutenant. He became Captain in 1888, and since then had been on duty principally in the Department of California.

Four Vermont Soldiers Dead.

BURLINGTON, Vt., Sept. 18.—There have been four deaths in the First Vermont Regiment of Volunteers within the last forty-eight hours. George Barlow of Company L, died Friday night; Henry Smith, also of Company L, died Saturday morning; James Flynn of Company M, died Saturday evening, and Sergt. William H. Sullivan of Company B died this evening. Sullivan's death is the seventeenth in the regiment since it was mustered in and nearly all have died of fever contracted at Chickamauga Park.

New Yorker Dies at Chickamauga.

CHICKAMAUGA PARK, Sept. 18.—There were two deaths at Sternberg Hospital in the twenty-four hours ending at noon today: A. Chevalier, Company M, Fourteenth New York, and William H. Fowler, Company F, Second Arkansas.

Chicago Soldier Dies in New Haven.

NEW HAVEN, Sept. 18.—Nicholas Blitsch, one of the sick soldiers at Grace Hospital, died there this afternoon of typhoid fever. He was a member of the First Illinois Volunteer Infantry, and his home was in Chicago.

ROUGH RIDER EBERMAN BURIED.

Eldridge Street Patrolmen Attended Their Former Comrade's Funeral.

The funeral of Private Henry J. Eberman of Troop B, Roosevelt's Rough Riders, who died Thursday, was held yesterday afternoon in St. Mary's Hospital, Brooklyn. Chaplain Baxter of the hospital officiated. For eight years prior to his enlistment the trooper had been a policeman, and a delegation of patrolmen from the Eldridge Street Station, Manhattan, to which he was attached, was present. The Eldridge Street police sent a floral piece in the form of a policeman's shield, with the inscription "1103—Last Roll Call," which was placed at the head of the coffin. The casket was draped in an American flag.

The funeral was attended by a number of convalescent Rough Riders who had been fellow-patients with Eberman in the hospital. At the close of the service four patrolmen from the Eldridge Street Station carried the coffin to the street and placed it in the hearse. The funeral procession was escorted to the Twenty-third Street Ferry by ten mounted policemen from the Liberty Avenue Station, Brooklyn, headed by Roundsman Bovenden. The burial was in Chappaqua, Westchester County, which was Eberman's home.

Eberman contracted typhoid fever while in Santiago, but his case was not considered dangerous when he was removed to Camp Wikoff. His widow asserts that it was the lack of a bed and other accommodations which aggravated his sickness, and that the Surgeons refused to supply them. After much trouble, she says, she succeeded in having him taken to St. Mary's Hospital a week ago, but by the time he arrived there he was so low that the doctors offered no hope of his recovery.

Eberman was born in Germany thirty-two years ago. He came to this country when a boy, and at the age of twenty-four joined the police force. He leaves no children.

LITTLE GIRLS HELP A SOLDIER.

Gave Private Elliott $3 Toward His Fare to Atchison.

Two bright-faced little girls walked into St. Mary's Hospital, Brooklyn, yesterday, and asked to see the Sister Superior. When she appeared they shyly explained that, having read in the newspapers of the privations which some of the soldiers had suffered, they had been collecting money from their friends, and had succeeded in getting together $3, which they wished to give to some of the soldiers in the hospital. The sister explained kindly that she could not distribute this sum among the soldiers. The little faces lengthened so much at this statement that the sister's heart was moved.

"Wait a moment," she said. "I have just remembered that there is a man to whom your money will be a blessing. He is John B. Elliott of Atchison, Kan., who has been saving up money to get home. He had $11 saved, but has lost it, and doesn't know where he can raise any more."

The sister sent for Elliott, who is convalescent, and told him that the children wished to present him with $3 toward his railroad ticket. The soldier wept as he received the money and thanked the children over and over. They were delighted with the success of their work and left the hospital saying that they were going to collect more money for Elliott and any one else who might need it.

CAR ABLAZE ON THE BRIDGE.

Fuse Blew Out and Set the Vehicle on Fire—Passengers Jumped.

Trolley Car No. 3,220 of the Flushing and Graham Avenue Line blew out a fuse on the Brooklyn Bridge shortly before 11 o'clock last night, just after the car had left the New York end, and in a minute the truck of the car and its woodwork took fire.

The car, which was one of the large open ones, was crowded with passengers, who jumped from it to the roadway without waiting for it to stop. No one, however, was hurt.

Another car came along and pushed the flaming one ahead until the New York tower was reached, when Policeman Murray and several others formed a bucket brigade and succeeded in extinguishing the blaze.

The road was blocked for fifteen minutes and the disabled car was then pushed to Brooklyn.

STEAMER EXPRESS ABANDONED.

Efforts to Save the Craft Ashore at Barrington, N. S., Given Up.

HALIFAX, N. S., Sept. 18.—All efforts to save the steamer Express, ashore at Barrington, were abandoned Saturday morning, and the ship is a total loss. The passengers, who were mainly American tourists returning home via Yarmouth, were transferred to the steamer La Tour, and reached Yarmouth Saturday night.

BOSTON, Sept. 18.—Late to-night five passengers from the steamer Express, wrecked on Bon Portage Island, Nova Scotia, Friday night, arrived here by steamer from Yarmouth.

The Express was a steel sidewheel steamer of [illegible] tons, and formerly ran on the Isle of Wight route in England.

THE BRIDGEPORT MYSTERY

Another Identification of the Body of the Person Supposed to Have Been Drowned.

A WOMAN WITH A HISTORY

The Box Containing the Parts Taken Back to Bridgeport—Miss Perkins Has Little to Say of Her Trip.

BRIDGEPORT, Conn., Sept. 18.—The one topic of conversation throughout the city to-day has been the unexpected developments in the murder mystery and the reappearance at her home of Miss Perkins, who was supposed to be the victim of the tragedy.

To-night, however, there has been another positive identification, which, however, according to Superintendent Birmingham, is the fourth one since the discovery of the remains. The man who now comes forward to identify the woman is Davis Bibbins, whose wife is matron of the Home of Associated Charities for Industrial Relief. He says that the body is that of a young woman, name unknown, who was a lodger at the Home on the night of July 8. He saw the body at the morgue Wednesday, but did not admit any knowledge of identification, for the reason that he hoped somebody might come forward, but now that the Perkins indentification proved wrong, both he and Mrs. Bibbins are confident that the woman was the one in question.

The young woman approached Officer Peter Hall, who is on duty at the railroad station, late that night and asked him for lodging as she was penniless. She stated to the officer that she had been in a convent in New York for over a year, but on account of her condition the Mother Superior would not allow her to remain there any longer. She claimed to have an aunt in South Norwalk, the only living relative, and that she was then returning to her, but on account of the late hour she deemed it better to wait until the next day.

In proof of her assertion that she was going to South Norwalk, she showed a railroad ticket for that city. Moreover, she stated that she was sent to the convent by the Rev. Father Slocum of South Norwalk, but who is now at Waterbury. The young woman appeared to be in a highly nervous state, almost bordering on the hysterical, and the officer at once took her to the home presided over by Mrs. Bibbins. The story she told to Mrs. Bibbins was identically the same. The young woman was so nervous that she did not want to be locked in her room, as is the custom in the home, and only on Mrs. Bibbins promising to look in and see every little while could she be induced to retire.

The next morning, however, after her room was unlocked she slipped away unperceived, so that her name was not learned to enter upon the register. Both Mr. and Mrs. Bibbins affirm that the general description, height, weight, and features tally with that of the murdered woman, but while Officer Hall did not think she had gold in her teeth, they say it was so noticeable that it could be seen across the room by lamp light.

Superintendent Birmingham places but little credence in this last identification, however, inasmuch as the other three which were even more positive petered out.

WATERBURY, Conn., Sept. 18.—The Rev. Father Slocum was seen relative to the matter, and he disclaimed any knowledge of such a person. He has been in Waterbury, moreover, about three years, which evidences a discrepancy in the young woman's story. He says that the last young woman that he recollects as being sent to a New York convent from South Norwalk was sent about five years ago by his assistant, Father O'Donnell. The young woman in question is alive and happily married.

CORONER CLAIMS THE BODY.

Miss Perkins's Father Returns It After Having Believed It to be His Daughter.

MIDDLEBOROUGH, Mass., Sept. 18.—The community is still in throes of excitement over the return of Grace Marian Perkins and her suitor, or, as her family claims, her husband, and the astonishing discovery that the body which her father identified in Bridgeport and took the trouble to bring home with him was not that of his supposed murdered daughter.

To-day after a great amount of telegraphing and telephoning, a member of the Bridgeport police succeeded in reclaiming the body, and to-night it was taken back to Bridgeport for some other grief-stricken parent to identify and claim.

The town was scarcely awake this morning when Detective George Arnold of the Bridgeport police arrived by train from Providence, and the first thing he did was to call on Undertaker Williams, who brought the body of the unknown woman over from Taunton last night, and requested that it be delivered to him. Then came the hitch. Mr. Williams informed the detective that he intended to hold it until he received definite orders from the Coroner at Bridgeport to give it up, supplemented by a sworn statement from Frank W. Perkins that the fragments of the body in the box were not those of his daughter.

Undaunted by this step, Detective Arnold called up Bridgeport on the telephone, but it took time to reach the Coroner, and more time to explain to him the situation. It was noon before a telegram was received from the Coroner addressed to Undertaker Williams and containing an order to give up the body to Arnold.

Then came the interview with Frank W. Perkins, and here Arnold also had some difficulty, for Mr. Perkins was still under the care of a physician, and some of the neighboring friends had to be consulted before he finally expressed his willingness to sign the required statement.

He did so, however, along in the afternoon, and with the two documents, the Coroner's order and Mr. Perkins's sworn statement, Arnold again presented himself at the undertaker's, and once more asked for the body. Mr. Williams at once agreed to yield the box, and arrangements were made to take it to Bridgeport.

Undertaker Williams, after doing his part of the affair, seemed very much pleased that the box was not on his hands, and said that it would have to be buried within an hour after it arrived at Bridgeport. The train left at 6 o'clock with the box in the baggage car and Detective Arnold in the smoking car.

Notwithstanding the statement of Thomas Merrick, the uncle of Grace Perkins, made last evening that the young lady had been married to Charles Bourne, the Perkins family to-day are not so sure of this fact, and are inclined to doubt it.

This is probably due not only to the positive statement of the Bournes that such a marriage has not taken place, but to the reticence of Grace herself on the subject. She absolutely declines to have anything to say on the subject, nor will she disclose anything connected with her trip or her whereabouts during her two weeks' absence. It is known that she went to Onset, but since leaving there even her family are ignorant of her movements up to yesterday noon, when she left Providence for Middleborough.

Miss Perkins appears very much unconcerned regarding the whole affair, and looks on it all as more of a joke than anything else. She kept indoors all day, and although the house was well-nigh surrounded by curiosity seekers, but few caught even a glimpse of her. The Bournes are even closer-mouthed than the Perkins family, although denying emphatically that the two are married. The family feel the situation and the publicity of the affair keenly, and have intimated that at the proper time a statement will be made as to Charles Bourne and Miss Perkins.

DR. GUILFORD AND THE CRIME.

The Woman Doctor Writes a Letter Proclaiming Her Innocence of the Bridgeport Murder.

BRIDGEPORT, Conn., Sept. 18.—Attorney J. B. Kline is in receipt of a letter from Dr. Nancy Guilford, whose name has been freely used in connection with the murder mystery, asking his advice as to whether or not she should return to Bridgeport. The letter bears the date of Wellsburg, N. Y., Sept. 15.

In it Dr. Guilford tells how she is incessantly harassed by reporters questioning her upon the horrible crime. She maintains that she is absolutely innocent of any connection with the crime, but she feels that on account of the strong prejudice against her she would be immediately arrested on suspicion should she return, and would be obliged probably to spend months in jail before she would be given a trial, though, as she asserts, "the Bridgeport police have not the slightest evidence against me for this crime."

Attorney Kline stated that if the authorities demand her presence here he will advise her to return, but in his opinion with the clearing up of the mystery it will be shown that Dr. Guilford had nothing to do with it.

It Was Not Miss Grace Thomas.

WILKESBARRE, Penn., Sept. 18.—Mrs. John R. Thomas of Warrior Run, this county, received a dispatch from the Chief of Police at Stamford, Conn., this afternoon that her daughter Grace was alive and well in that city. This was a great relief to Mrs. Thomas, who had been led to believe from the description furnished that the woman found murdered in a pond at Bridgeport was her daughter.

MAY BE MANSEAU'S BODY.

Corpse Found in the North River Recalls a Strange Threat of Suicide.

The body of a man was discovered by a policeman on the steamboat Patrol floating in the North River off Pier 14 yesterday. It found its way to the Morgue with nothing about it to indicate a story of uncommon interest to the casual observer.

But unless the identification of the body made last night was a failure, and there is strong evidence that it was not, the act that deprived it of life ended a peculiar story, the story of a poor ne'er-do-well who could not survive the loss of a friend, and who prophesied his own suicide when his friend was taken. Alfred Manseau was the name of the man who is believed to be the suicide, and his friend, one of fifteen years' standing, was Charles H. Heinrichs, commonly known as Hendricks, who died of heart disease on Sunday, Sept. 11.

Heinrichs was an agent for an out-of-town business house, a man forty-seven years old, who had lived for eighteen months at a lodging house in East Broadway, and who was universally liked by those who knew him. He was a widower and had a young son in Chicago. At one time Heinrichs was well-to-do, and had shoe stores at Lowell, Taunton, and Middleborough, Mass., but he lost a fortune in the Boston fire and since then had been a poor man.

Some eight months ago, Manseau, whom he had known for years, came on from Chicago in a freight car, his only capital the clothes on his back and his acquaintance with Heinrichs, who was twenty years his senior. He found the older man, and his friend took him to share his room and to keep him.

Manseau was a morphine victim, and his forearms had been marked by the hypodermic syringe till they looked like porous plaster. Cocaine with him was a habit of the past. Heinrichs, he once said, had cured him of it at a cost of $300. But a love of whisky and an abhorrence of every sort of effort were two vices that he combined with the morphine habit, and drinking was a weakness into which he soon led his benefactor. The old man, who had lived soberly and paid his way till Manseau came to help eat his bread, soon became a veritable drunkard, and, finding himself unequal to the burden of feeding two instead of one, ran into debt.

Dissipation and financial worry weakened the old man's health, and last Sunday Manseau returned from a walk to find that his friend, who had gone to lie down and rest, was dead in his bed. That night he went on a spree with some change he had found in his dead friend's pockets, after having told a reporter between outbursts of tears: "You'll have a story about me to print next week. I'm going to kill myself."

The proprietor of the hotel did not put much faith in Manseau's prophesies of suicide. "Hendricks's brother-in-law, Monroe, came down from Massachusetts," said he, last night, "and I had the body prepared in an undertaker's to send to Fall River. When we was nailin' the coffin Manseau was a-cryin' an' goin' on, and Mr. Monroe, he says, says he, 'Can't you do somethin' fer to console this man?'

"So I says to Manseau, 'Whad'ye wanter go on so fer? You can't bring 'm back,' funeral arrangements is all satisfactory, you may say perfect, and Mr. Monroe is pleased with 'em, an' we're goin' to give 'im decent burial.' He turned to me an' says, says he, 'Well, I won't be here long. I'll be with 'im in a few days.' When he rode away with the hearse Tuesday he says, 'I don't think I'm comin' back,' says he. 'Ye won't see me no more. Ef my brother comes back from Cuba, (he has a brother a soldier down there,) 'tell 'im I'm gone to Chicago.' I ain't seen nothing of 'im since."

This was the last trace of Manseau alive, as far as is known. He was a man of education, as was Heinrichs, and spoke French excellently.

The body found yesterday was 5 feet 8 inches in height, weighing about 150 pounds. The face was shaved and the hair dark brown. In these particulars, and the clothes, a dark suit without vest, and laced shoes, the description fits Manseau.

When a reporter took a young man who lives at the hotel, to see it at the Morgue last night, he was almost positive that the body was that of Manseau.

Opens Her Home to Soldiers.

Superintendent O'Rourke of Bellevue Hospital several days ago received a letter from Miss Craft of Richfield, Conn., saying she would be pleased to receive all the ailing soldiers the Superintendent could send at her country seat in Branchville, Conn. There was some further correspondence, and when Superintendent O'Rourke found that Miss Craft was to pay all expenses of transportation, he began to get soldiers ready for the journey. The first three men will be sent this morning. They are Stephen Hayden, Company F, Fourth United States Infantry; Louis Krulich, Company I, Ninth New York Volunteers, and Martin Hackett, Company M, Eighth Ohio. It is expected that thirty or forty others will be sent during the week. Superintendent O'Rourke insists that he does not know who Miss Craft is beyond the fact that she is wealthy.

Society Woman Nurses Soldiers.

NEWARK, N. J., Sept. 17.—Mrs. A. F. R. Martin, widow of Senator Martin, and a prominent society woman of this city, has returned from Jacksonville, where she has been for several weeks aiding in the nursing of the sick soldiers. She had two nurses with her and acted upon her own responsibility, although a member of the Red Cross and of the Daughters of the American Revolution. Her aid was directed toward doing for the soldiers what the regular nurses and attendants could not do, and she says she found more to do than she and her staff of two could accomplish. She left this afternoon for Sea Girt to work in the hospital there. This hospital is under the care of the Daughters of the American Revolution.

Morris Seidenstack Dies Suddenly.

Morris Seidenstack, sixty-two years old, a retired liquor dealer of 542 East Eighty-fifth Street, while standing at Avenue A and Eighty-sixth Street, yesterday afternoon was suddenly stricken with illness and fell to the pavement. He was carried to a near-by drug store, where he expired in a few minutes. Heart disease was said to be the cause of death.

FAITH CURISTS IN CAMP

Great Crowds Attend the Services at Mount Zion Sanctuary in Jersey City.

WONDERFUL CURES RELATED

Persons Who Suffered from All Kinds of Maladies Declare that They Were Made Whole by Prayer—Several Conversions.

A great throng of men, women, and children, gathered yesterday in the grounds and in the tabernacle of the Mount Zion Sanctuary in Jersey City, to attend the Sabbath services of the annual convocation and camp meeting of the Church of the First Born. From 7:30 o'clock in the morning, the hour at which the first service of the day was held, until the evening's benediction had been given, the large crowd remained without any visible diminution of its number.

The principal morning service, at 11:30 o'clock, was conducted by the Rev. Martin D. Hancox, pastor of Mount Zion. At the conclusion of the service he called for converts for baptism, and those who responded were Mrs. Annie C. Koons and Catherine Plumly of Trenton, N. J., Louise Waldron of Elizabeth, N. J., Lavinia Potts of Arlington, N. J., and Elizabeth Smith of Brooklyn, N. Y.

The grounds of the sanctuary are situated directly on the bay, and it was here that the immersion took place. The pastor, with the five converts who had donned rubber suits, clambered over the wet rocks for 150 feet, until water of the proper depth had been reached, and the ceremony of baptism was soon completed. One of the converts was seized with a slight attack of hysteria brought on by the excitement. She was taken to the home and stimulants were administered, and in a short while she had recovered.

At the afternoon service in the Tabernacle, which was conducted by Associate Pastor Mrs. Antoinette Jackson, fully 400 persons attended. From chancel to vestibule every inch of available space in the little place of worship was in demand, and even the windows had to do service to accommodate a large number. Mrs. Jackson was frequently interrupted during her discourse by loud amens and hallelujahs from all parts of the room.

After the address the congregation were invited to relate their experience of cures through faith and of religious conversion.

Mrs. Mary Thompson, fifty-five years old, of Bayonne, N. J., related how she had been cured of rheumatism. She said she had consulted nearly every doctor in Hudson County before her recovery, but none of them had been able to help her. An old man who did not want his name used, said he had been saved from the drink and tobacco habit. William H. Wood of Elizabeth said that he had worn spectacles for twenty-five years, and that his eyesight was almost gone when he prayed that it might be restored to him. He was soon able to discard his glasses and eventually completely recovered his sight.

Mrs. Mallory of Union Hill told of her little son, four years old, who had been at death's door. He was suffering from pleurisy and pneumonia, and she had not the money with which to purchase medicine. She commenced to pray for her child's recovery, and through this medium he was restored to health.

Mrs. Berriman of Jersey City Heights told of a son thirty-two years of age, who from infancy had been helpless. Through prayers he was brought to health and to spiritual life.

Mrs. Sutton of Newark said: "I was filled with the devil and was sick in every inch of my body and had lost all desire to live. I rebelled against God and kept holding off. Finally I gave in, and now my health is restored and I am happy in His grace."

G. W. Baker of Bayonne said that fourteen years ago he had brought his wife, then an invalid, to Mount Zion. She had not taken medicine of any kind, but through prayers she had been healed.

Howard M. Covey, who was dressed in the uniform of a marine, said he went to Guantanamo at the beginning of the war, and was in the fight at Camp McCalla. Although only about twenty-five years old he is bent like a man of extreme age. He said he was suffering from a blow on the head from the stock of a rifle received during one of the engagements, and that he had rheumatism and an affection of the kidneys. He came to the meeting to see the work of the divine healers. He did not ask for prayer, but had heard of the great results, and wanted to know if he could be cured.

After the meeting the anointing service was held. All of those who desired the mediation of the healers were invited to come and kneel at the chancel. A number responded, among them an elderly gentleman suffering from spinal rheumatism, who had come all the way from Los Angeles, Cal., to Mount Zion in order that he might be healed by prayer. He declared that almost as soon as he knelt at the altar he felt the healing influence, and before he left claimed that he felt better than he had since his suffering began two years ago.

Jacob A. Krumnine of this city, a patent medicine dealer, who on Saturday afternoon, at the Faith Curists' meeting at Mount Zion Sanctuary, Jersey City, said that he would just as soon curse God as take medicine for physical ailments, repeated to a reporter for THE NEW YORK TIMES yesterday the story of how he came to believe in the teachings of the Faith Curists. He also said:

"My statement that I could curse God as easily as swallow drugs for the recovery of health may seem inconsistent coming from a man who handles medicine and some may look askance at the views I hold. But there is not one atom of inconsistency in it, for the reason that a vast majority of afflicted saints and sinners alike do not know how to accept Christ for the healing of their bodies, and it is therefore an act of benevolence to furnish them the next best means of relief, and there is no less good in the medicines for them because they come from me.

"Certainly the days of miracles are not ended, for in my case the result was nothing short of marvelous."

Happy Effects of Recent Wars.

"The Effects of Recent Wars" was the subject of the Rev. Robert S. MacArthur's sermon in Calvary Baptist Church, last evening. War in itself was a great evil, said Dr. MacArthur, but recent wars had been ruled by God, so that they had contributed to the spread of the Gospel and the Christianizing of the world. The war between China and Japan broke down the barriers to Christian civilization. It broke up the long lethargy of China and virtually put Europe into the heart of Asia. The war with Spain had brought Cuba and the Philippines into a hopeful condition and away from the barbarism of the past, and enterprise and Christianity hand in hand would follow the Anglo-Egyptian army into the heart of Africa.

CORP. TREACY'S FUNERAL.

Many Patriotic Irishmen Honor the Memory of the Hero.

The funeral of Corp. James C. Treacy of Company A, Sixty-ninth Regiment, who died of typhoid at Huntsville, Ala., Sept. 10, took place yesterday afternoon from an undertaker's establishment at 229 Hudson Street. There were present a delegation of fifty Irish Volunteers, a delegation from the Thomas Davis Club, O'Donovan Rossa, and other Irish revolutionists. There were many floral offerings, and a large floral scroll from the dead man's fellow employes of the firm of Mills & Gibb. On the scroll was a design of the American flag in immortelles, and beneath were the words, "The Nation's Hero at Rest."

The volunteers escorted the hearse to the East Tenth Street Ferry, and several members of the Sixty-ninth Regiment, who are on furlough, followed the remains to Calvary Cemetery, where they fired a volley over the grave.

Treacy was twenty-seven years old, and was a member of the Irish Volunteers. When he found that that organization was not to be sent to the front, he enlisted in the Sixty-ninth Regiment, and then recruited nearly 100 men.

Soldier Went Home to Die.

NEW BRUNSWICK, N. J., Sept. 18.—W. Elwood Holland of Company B, Eighth Infantry, died at the home of his father, J. R. Holland, here this morning. He came from Camp Wikoff suffering from typhoid fever, and although receiving the best treatment, sank slowly until he died. He was a member of Company D, Third New Jersey, but resigned to join the regulars so as to be sure and get to Cuba.

Private Freudenthal's Funeral.

PATERSON, N. J., Sept. 18.—The funeral of Private Arthur W. Freudenthal of Company A, Second New Jersey, who died of typhoid at Jacksonville Thursday, took place here this afternoon. It was attended by the Grand Army of the Republic and those of the regiment home on furlough. The interment was in Cedar Lawn.

Passaic Company Mourns Its Dead.

PASSAIC, N. J., Sept. 18.—Word came today from Jacksonville that Private Joseph W. Gano of Company D, Second New Jersey, had died during the night, and that Privates Michael Burke and Flynn were dying. The death of Gano makes three deaths in the Passaic company within forty-eight hours. The others occurred Friday. They were Privates John Morrissee and Conrad Illins. These two will have a double funeral Tuesday, at which it is expected the whole city will turn out. Until Friday not a death occurred in the company. There are still six sick men in the hospital at Jacksonville. The company is expected home on furlough some day this week.

WOMAN STRUCK BY TANDEM.

Mrs. McGivney May Die from Injuries—One Boy Hurt and Arrested—Companion Escaped.

Mrs. Susan McGivney, thirty-eight years old, of 339 West Sixty-eighth Street, is in Roosevelt Hospital in a critical condition from being knocked down by two boys, who were scorching last night on a tandem.

Mrs. McGivney was crossing the Boulevard at Eighty-second Street, and had scarcely stepped from the curb to the roadway when a tandem ridden at a furious pace by Joseph Behlman, fifteen years old, of 644 Columbus Avenue, and James Walsh, sixteen years old, of 1,758 Broadway, struck her. The force of the collision threw the woman several feet in the air, and she fell on her face. Behlman, who was riding in front on the tandem, was pitched over the handle bars and landed on his head. Both woman and boy were unconscious when picked up. Mrs. McGivney's forehead was severely lacerated over the right eye, her nose was broken, her mouth cut, and it is feared she has serious internal injuries.

Patrolman White of the West Sixty-eighth Street Police Station summoned an ambulance and the woman was removed to Roosevelt Hospital. Dr. Cherry who came with the ambulance dressed Bahlman's scalp wound, and when he had recovered consciousness he was locked up in the rooms of the Gerry Society. Walsh, the other rider of the tandem, also fell off, but picked himself up and ran away during the excitement. The police are looking for him.

Three Wheelmen Hurt.

George Barren, Clarence A. Shedd, and Frank House, all of Manhattan, made a bicycle tour of Westchester County yesterday. They were returning last evening when they came to a steep hill in North Fourth Avenue, Mount Vernon. Down this hill they coasted at full speed. At the foot of the hill there is a small park. The wheelmen did not know this, but supposed the road led straight ahead. The park was not lighted. When the three reached the foot of the hill they coasted into the park and all were thrown. House had a shoulder blade broken, Barren had a bruised head, and Shedd had several teeth loosened. They threaten to sue the city, but the police claim they were violating the law in riding too fast.

Broke Her Arm While Wheeling.

Mrs. J. Thompson, forty years old, of 1,025 Lexington Avenue, fell off a tandem bicycle, on which she and her husband were riding yesterday afternoon, on the West Drive of Central Park opposite One Hundredth Street. The woman's arm was broken. After the injury was attended to by an ambulance surgeon she was taken home.

WHEELMEN TO BE SUSPENDED.

All Taking Part in a Sunday Race at Denver to be Disciplined.

DENVER, Sept. 18.—W. I. Doty, the Western representative of the League of American Wheelmen, announced to-night that all persons in any way connected with the race meeting held here to-day will be suspended from the privileges of the league, and that the track owned by Messrs. Harris and Bauman, where the races were held, will be outlawed. Mr. Doty is determined to enforce the rules of the league against Sunday racing.

The officials of to-day's races, Mr. Doty says, will be permanently suspended; the riders will be suspended for two years, and all amateurs participating will be declared professionals, and will come under the two years' suspension ban.

This decision of Representative Doty will bar many well-known riders, including W. W. Hamilton, A. B. Hughes, Bert C. Banks, C. I. Himstreet, C. V. Dazey, and a number of others. In all, about 200 will be suspended.

May Be Isaac Burham's Body.

The body of a man was found floating in the shadow of Brooklyn Bridge last evening by two boatmen. It was taken to the morgue. From papers on the body it is supposed to be that of Isaac Burham, a former United States marine, but there was nothing to show where he had lived. The body was that of a man about fifty-five years old. There was an ugly gash on the back of the head, and another on the right eye, which may have been caused by the paddle wheels of steamboats.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

MANHATTAN AND BRONX.

12:15 A. M.—[illegible] East Forty-eighth Street; Careful Carpet Cleaning Company; damage, $2,000.

9:50 A. M.—[illegible] Goerck Street; Samuel Goodman; damage slight.

6:29 P. M.—[illegible] West Fifty-second Street; H. Grossman; [illegible] damage.

8:45 P. M.—[illegible] Second Avenue; [illegible]

B. Altman & Co.

ARE SHOWING THEIR AUTUMN STYLES OF TRIMMED MILLINERY. ALSO IMPORTED HATS AND BONNETS.

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NINETEENTH ST. AND SIXTH AVE.

Macy's

[illegible] 6TH AVE [illegible]

Specials in Gloves.

We are opening daily, exclusive styles in men's, women's and children's Gloves, and are showing novelty effects of embroidery and trimming in all the leading Autumn shades.

Our reputation as the leading house on Foster Hook Gloves assures a variety of selection not found elsewhere.

LADIES' GLOVES, 4 Foster hook, Glace overseam........1.00, 1.50, 1.75
LADIES' GLOVES, 5 Foster hook, Glace overseam........1.00, 1.75, 2.00
LADIES' GLOVES, 4 Foster hook, Glace Pique........1.75
LADIES' GLOVES, 4 Foster hook, Suede overseam........1.25, 1.50, 1.69
LADIES' GLOVES, 5 Foster hook, Suede overseam........1.25, 1.50, 2.00
LADIES' GLOVES, 8-in., Suede overseam........1.39, 1.69

In our stock are complete lines of the latest modes in Gloves for Golfing, Cycling, Driving, and Equestrian use, for both men and women.

MEN'S CHAMOIS CYCLING GLOVES.........74
MEN'S GOLFING GLOVES........1.79
LADIES' GOLFING GLOVES........1.74
MEN'S ENGLISH PRIXSEAM DRIVING GLOVES........1.50
LADIES' EQUESTRIAN DRIVING GAUNTLETS........1.24

For street Gloves our assortments in clasp and button Gloves of Glace, Suede, Mocha, and Reindeer leathers in Pique or overseam stitching meet every demand of fashion.

LADIES' WALKING GLOVES, 2 clasp, Glace........94, 1.34, 1.79
LADIES' WALKING GLOVES, 2 clasp, Mocha........97, 1.24, 1.39
MEN'S WALKING GLOVES, 1 clasp, Mocha........94, 1.24, 1.69
MEN'S WALKING GLOVES, 1 clasp, Glace........94, 1.34, 1.74

(1ST FL., MAIN BUILD., CENTRE.)

GEN. SHAFTER'S OMISSIONS

His Report Upon the Cuban Campaign Criticised and Contradicted by Observers.

FAILURE TO LAND SUPPLIES

Statement of the Plan of Attack Said to be Erroneous—Men Who Really Won the Battles Neglected.

WASHINGTON, Sept. 17.—The War Department has just published the full report of Gen. Shafter upon the campaign for the capture of Santiago de Cuba, and of the Spanish squadron which had sought shelter in that harbor.

This brief campaign was remarkable for many things. It illustrated splendidly the valor and brilliant daring of the American soldier; it threw abundant light upon a number of questions relating to modern warfare, and it gave rise to a number of controversies which will long outlive the war. Gen. Shafter's report, which has been eagerly expected by those who actively participated in the operations, as well as by those who went to Cuba for the purpose of witnessing and describing the movements in the field, is disappointingly meagre with respect to all of these things. Many parts of it make strange reading for one who saw the course of events, from the organization of the army of invasion in Tampa to the capitulation of Santiago.

In reading this report, one is painfully aware that the writer of it took little part in the striking events of the campaign, although he occupied the chief command in the field. This much Gen. Shafter frankly confesses, but it detracts materially from the interest of the report, and, unfortunately, from its accuracy. The commander did not land until two days before the battle of Santiago—as the entire fighting may be called—and five days after the first action of the campaign, the battle of Las Guasimas. He made but one reconnoissance of the field in which the decisive battle was to be fought, and witnessed the battle itself from a hill four or five miles distant. Most of his statements are made, therefore, at second hand.

Lack of Proper Food.

The first difficulty the army in Cuba experienced was want of proper food, and it soon found itself without sufficient food of any kind. In reference to this trouble, the report says:

"Notwithstanding the utmost efforts, it was difficult to land supplies in excess of those required daily to feed the men and animals. It was not until nearly two weeks after the army landed that it was possible to place on shore three days' supplies in excess of those required for the daily consumption."

As a matter of fact, no well-planned or intelligent effort was made to land supplies either at Daiquiri or Siboney. It is true that the fleet of transports lost some of its lighters, &c., and that there is considerable surf at both of the places selected for the debarkation. But no effort was made to construct a wharf or pier until the gravest distress of the campaign had already been suffered by the soldiers in the field. I recall that it was said by officers at Siboney that it was not possible to construct a pier of any sort to aid in the more rapid landing of supplies, but when the effort was made long afterward it was found a very simple and easy thing to do. At no time was it impossible to have put ashore provisions for the troops if the proper effort had been made, as it finally was made.

Gen. Shafter lays too much stress upon the poor roads of Cuba. When I passed over the road from Siboney to the Rio Seco, on June 25, it was in good condition. There would have been little if and difficulty in taking artillery or supply wagons over it. It remained in good condition for several days thereafter; but during this time the artillery did not come to the front, nor did the supplies, which the troops so much needed. The road was soon cut into deep ruts when the wagons and artillery began moving, after the rain on the 27th and 28th.

It was the remark of officers on every side that there seemed to be little work done by the engineers, so far as repairing the roads was concerned. The roads between Siboney and the headquarters on the Rio Seco soon became almost impassable, and the rivers were not bridged for the better passage of men and wagons. The San Juan was never bridged, and the soldiers had to wade it repeatedly up to their waists; and a little stream with precipitous banks just beyond it was left unbridged, after the weak structure thrown across it had been broken down. The descent to and ascent from the bed of this stream must have been fully 35 degrees, and the mud was several feet deep. Of course it was impossible to haul loads over such roads and across such streams. A serviceable bridge could have been thrown over it in a few hours.

The Plan of Attack.

The plan of the attack on El Caney, as given in the report, does not agree with the plan as actually carried out on the field, nor with the understanding of it by officers who fought the battle. The plan of action was very carefully explained to me on the field on the morning of July 1 by Col. Arthur L. Wagner, who had voluntarily attached himself to Gen. Lawton's staff, and by Col. Miles, then in command of a brigade. Gen. Shafter says that Chaffee was on the right, Miles in the centre, and Ludlow on the left. Both Col. Wagner and Col. Miles said that Miles's brigade was to be on the extreme left, and was to stay there and do no fighting unless the reinforcement of Ludlow became necessary. Chaffee and Ludlow were to do the fighting. Miles had passed round by the Marianaje Road, and had marched on toward the Casa de Crot, where, it was planned, Chaffee and Ludlow were to rendezvous with him by noon, and Lawton was then to lead the division toward Santiago. It was expected that little resistance would be offered by the Spaniards in El Caney.

When, on the afternoon of the battle, I saw Col. Miles in El Caney, after a company of one of his regiments (the Twenty-fifth) had taken part in the charge on the brick fort, he told me that he had been ordered to support Ludlow, and that he had swung round on Ludlow's rear and come between him and Chaffee. It was, therefore, a necessity of the stubborn fighting and not a preconcerted plan which placed Miles in the centre.

It seems remarkable to one who witnessed the splendid heroism of the soldiers who won the battle of El Caney that so little is said by Gen. Shafter of the marvelous charge upon the fortified hill and brick fort. This charge was considered the most brilliant thing of the campaign by all who saw it, and its daring and magnificence were the admiration of the military attachés. While the battle of El Caney was fought with overwhelming numbers on our side, and could not have resulted otherwise than it did, this splendid rush was made by a mere handful of men up a steep hill under fire from a dozen points, against intrenchments cut in living rock, and against a fort that our artillery had not silenced.

Not more than 100 of our soldiers took part in it, and they faced a foe superior in numbers, and in an almost impregnable position. It was the only instance in the war in which we fought the Spaniards with an inferior force. The magnificent charge at San Juan was made by larger bodies of our troops than were in the Spanish trenches, and it was made, too, against a position that had been weakened by a severe artillery fire. It was not so at El Caney. There a handful of heroes hurled itself against intrenched foes vastly superior in numbers, and strongly fortified, and swept them away like chaff. The achievement deserves a monument, and yet neither Gen. Shafter in his full report, nor Gen. Lawton, in his special report, of the action at El Caney, gives it adequate notice for a concise military bulletin.

Gen. Shafter says nothing about the conference at El Pozo on the night of July 2, at which, it is said, he advocated a retreat to higher ground. Rumors current in the camp at that time gave to Gen. Wheeler the credit of thwarting any such purpose, if it were ever entertained by Gen. Shafter. It is true that after the heavy fighting of the 1st and 2d of July, followed by the discouraging news that Gen. Pando was approaching Santiago with considerable reinforcements, there was some feeling that it would not be possible to hold the position that had been won at great sacrifice of life. Our troops occupied, for the most part, the lower hills, under the Spanish position, and the plain lying between the Rio Seco and the Rio San Juan. It was not a very good position to defend, but it was good enough; and if the Spaniards had attempted to assail it seriously, they would have found it impregnable when held by American soldiers. The accurate marksmanship of our troops would have kept the ground clear in front of the lines to the extent of the range of the guns. [illegible] would have meant absolute [illegible] been driven into the Caribbean or annihilated in the wilderness before it could have fled so far. Perhaps it will not be known, until the time when memoirs begin to appear, after the death of some of the participants in that conference, exactly what took place; but it is well known that the army was gloomy and despondent on that night, and when the guns opened after dark and told us that the Spaniards were making an assault upon our lines, many predicted terrible disaster. But it happened in this case, just as it would have happened in case the Spaniards had made an attack upon our position at any time, that the well-aimed rifles of our troops swept away the foe as fast as he appeared above his line of intrenchments.

On that same night the dreaded Spanish reinforcements came. Garcia and 4,000 or 5,000 Cubans had been assigned to the duty of keeping them out of the city, but they had no difficulty in marching by him. Gen. Escario's march was covered in part by the night attack, but it was performed under circumstances that should have made it impossible. When Gen. Shafter met Garcia at Aserraderos he told him, according to his own report, that he "could exercise no military control over him except such as he would concede"; and yet the vital task of keeping out Pando's reinforcements was intrusted to Garcia's army. It seems that no investigation was made by Gen. Shafter to see that Garcia had closed the entrance into Santiago. A few hundred men could have kept the reinforcements brought by Escario from entering the city, and yet the road was left entirely open, and the commander did not even know that Garcia was not doing what he had promised to do. The worthlessness of the Cuban soldiers had already been demonstrated at El Caney.

The Spaniards' Night Attack.

The night attack seems to me to be magnified by Gen. Shafter. Those who were in the firing line that night told me that not more than a few hundred of the enemy took part in the assault, and that it was not serious at any time. Gen. Shafter himself was at El Pozo, attending the famous conference, when the firing began, and he rode back to headquarters while it was progressing. The assault was made upon our right, six or seven miles (by road) from the headquarters, and was not serious enough to arouse even the war correspondents, most of whom had not gone to sleep.

Gen. Shafter disposes of the visit of Gen. Miles in a brief paragraph. Those who were present knew at the time that Gen. Miles was in command and took the leading part in the negotiations, but did not consider that this detracted in any way from whatever praise was due to Gen. Shafter for the conduct of the campaign. We knew, however, that the Spanish Commander Toral was conducting the negotiations with Gen. Miles, and that it was Gen. Miles who made the daring "bluff" that determined the Spanish commander to surrender.

The report, as a whole, will not be considered satisfactory by those who took part in this campaign. It gives due praise to the leaders, but it seems to me to neglect the men who really won the battles, just as they were neglected by the War Department when they needed food and medical attention.

STANHOPE SAMS.

WORKING THEIR WAY HOME.

Massachusetts Volunteers Provided with Neither Food Nor Transportation for Their Journey Home.

Five members of Company G, Ninth Massachusetts Volunteer Infantry, under Corporal John Dwyer, reached this city yesterday afternoon from Camp Meade, after hardships, hunger, and riding on top of freight cars, which, in their weakened condition, left them in anything but a mood of pleasant recollections of their camp life. The men were William J. Scanlon, Thomas Craig, Michael Burke, Joseph Sweeney, and John Roy, all privates, and all hailing from Woburn, Mass. They complained of their treatment in camp and of the fact that they were not provided with transportation to their homes. They were in hospital when their regiment was ordered home, and were left behind.

According to their statements they were told Saturday that they could go home.

"Get home the best way you can" were the parting words of Col. Whitney, and the men, who were only too glad to get away, left camp. They did not even have their coats, but, nothing daunted, the six started off together, and made tracks for the Pennsylvania Railroad. Boarding a freight train they climbed into the caboose. They were soon being rattled toward New York.

It was a tedious and dirty ride, which ended in Jersey City at 3 o'clock yesterday afternoon, where the men landed penniless and hungry. Near the station they fell in with a kind-hearted stranger, who took them over to Taylor's Hotel and treated them to a drink. Then they were taken in hand by the hotel people, who, they say, treated them royally. After a much-needed wash they were invited to dinner, and they did full justice to the occasion.

A Jersey City policeman passed them over the ferry, and when they arrived at West Street another man took them in tow. He gave them money for their night's lodging and bought drinks for the crowd, and finally they made their way to the Windsor lodging house on Park Row and paid for rooms for the night.

Scanlon was too ill to walk there, so the others carried him and put him to bed. His stomach was too weak to retain what he had eaten, and the other men, who had made up their minds to rough it to their homes last night, were compelled to stay over.

They complain bitterly of their treatment in not being provided with either money or transportation, and said that they would go personally and lay the matter before Gov. Wolcott. The men will "jump" a freight train on the New Haven Railroad this morning.

They said that their pay had all been taken up by fines for trivial offenses, and that nothing was coming to them. All are weak from privation and sleeping on the ground, but they will not ask for anything, and this morning if Scanlon is strong enough they will make another start for home.

FUTURE OF THE PHILIPPINES.

Archbishop Dozal Opposed to Either Spanish Control or Absolute Independence.

MANILA, Sept. 18.—In an interview had with him by the correspondent of The Associated Press Archbishop Dozal of the Philippine Islands said:

"I earnestly hope the islands will not remain Spanish, because the rebels are now so strong that such a course would inevitably cause appalling bloodshed. The reconquest of the natives is impossible, until after years of the most cruel warfare."

He also expressed the hope that the islands would not become absolutely independent, because it was certain that dissensions would occur which would result in incessant strife and a lapse into barbarism and the natural indolence of the tropical race. The only hope, the Archbishop declared, was that a strong Western power would intervene now. Delay was dangerous, because the people were intoxicated, vainglorious, and restless.

He said it was undeniable that the religious orders must go, because the whole people had determined to abolish them, now that they were able to render their retention impossible. He lays the chief blame upon the Dominicans, Augustines, Franciscans, and Recoletans, the richest orders, and next upon the Benedictines and Capuchins, which are of less importance. The Jesuits, Archbishop Dozal said, were comparatively blameless. He added that the rival orders quarrel among themselves, intrigue, act unworthily, and slander their opponents, thus increasing their general disfavor. The Provinciales, who are approximately equivalent to Archdeacons, are mainly responsible. They are utterly beyond the control of the Archbishop, who denies possessing much power. The total number of Spanish priests in the Philippines before the war was about 1,000, but lately every departing steamer has taken 50 or 100 of them away, and now barely 500 remain. A native priest privately stated to the correspondent that the reason the Archbishop hopes for the expulsion of the friarly orders is that they have grown too powerful for him, and that he wishes to strengthen himself.

Several responsible Spaniards assured the correspondent that they would refuse to remain here if Spain was reinstated in the control of the islands. Many of the Spanish soldiers refuse to serve again, and Spanish officers are utterly disgusted with the rottenness of Spain's Government, and prefer to become American subjects. The annexationists have a majority of 71 in the National Assembly, but the discussion of the subject has not been finished.

MORE SICK SOLDIERS HERE

The Ambulance Ship Shinnecock Brings 212 Men from Montauk.

OFF TO HOMES AND HOSPITALS

Some of the Patients Were Sent to Philadelphia—In Jersey City Aid Was Refused in Transferring the Sufferers.

The ambulance ship Shinnecock reached this city from Montauk Point yesterday with 212 sick soldiers aboard. She had been delayed with the rest of the Sound steamers at Hell Gate by the heavy fog. Her first stop was at Pier 40 East River, where some discharged nurses and Acting Captain Brown of the Madison Street Station, with twenty of his men, were taken on board to help in landing the sick.

The Shinnecock then proceeded to the Bay Street Dock, Jersey City, and transferred 128 of her sick to the United States Army hospital train in charge of Major Charles Richard Surgeon, United States Army, to be taken to hospitals in Philadelphia.

At that point Superintendent Clayland Tilden of the Pennsylvania Road, seeing several of the sick soldiers were lying helpless on cots, waiting to be transferred to the hospital train, telephoned to Police Headquarters for an ambulance to remove the men to the cars, a distance of about two hundred yards. An ambulance and two patrol wagons responded. They were met by Capt. Brown of the New York squad, and he ordered their attendants to assist his men.

Would Not Help Handle Soldiers.

Capt. Brown was in citizens' clothes, and as the Jersey squad did not recognize him, they, prompted by Patrolman No. 211, refused to help. The use of the ambulance and patrol wagons was thereupon declined by Capt. Brown, and the New York officers did the best they could alone. They were warmly thanked by Major Richard, who was very indignant at the action of the Jerseymen.

The boat went thence to the dock at the foot of West Eleventh Street, New York, where twenty-two men and one officer were sent to St. Vincent's Hospital, and two men and one officer were transferred to the New York Hospital. Forty-seven men who were ready to be furloughed were sent in charge of Dr. Gallant in police patrol wagons to the quarters of the Women's National War Relief Association, at 316 East Fifteenth Street. They will there be cared for until they receive their furloughs to-day or to-morrow.

Daniel Moore, Color Sergeant of Company A, Sixth United States Infantry, of Fort Thomas, Newport, Ky., was knocked down by the falling of a gangplank while the soldiers were being taken from the Shinnecock at Eleventh Street. Both his knee caps were broken, and at Bellevue Hospital, where he was taken, it was said his legs would be stiff for life.

Moore went through the civil war as well as the late war. He was in the charge up San Juan Hill, and was beside Col. E. C. Egbert when the latter was shot through the body.

The boat, after leaving Eleventh Street, landed five soldiers at Bedlow's Island, where the men will be nursed in the new hospital.

Disposition of the Sick.

The following list contains the names of men who arrived, exclusive of those transferred to Philadelphia, and the disposition made of them:

Furloughs.

BADGER, Samuel, Co. F, 24th Infantry.
BLACK, Joseph, Co. H, 2d Infantry.
BOYD, Samuel, Co. K, 24th Infantry.
BRACTER, Quincy, Co. I, 16th Infantry.
BUNGARNER, Ira E., Co. A, 16th Infantry.
CHEATHAM, John, Co. K, 24th Infantry.
CHEATHAM, Norman, Co. C, 9th Cavalry.
CLARK, James J., band, 2d Infantry.
COATES, John, Co. H, 24th Infantry.
CORRIGAN, John, Co. A, 6th Cavalry.
COURTNEY, James, Co. B, 2d Infantry.
CRANSHAW, John, Co. E, 16th Infantry.
CROSS, Charles, Co. C, 9th Cavalry.
CUNNINGHAM, William, Co. A, 2d Infantry.
DAY, John R., Co. F, 2d Infantry.
HACKETT, John, Corp., Co. F, 2d Cavalry.
HALL, Claude, Co. G, 16th Infantry.
HECKMAN, ——, Co. K, 16th Infantry.
HELINS, Frank D., Co. K, 16th Infantry.
HILDEBRANDT, Fred, Co. K, 2d Infantry.
HUCHT, Joseph, Corp., Co. H, 7th Infantry.
HUDEGAN, Charles, Corp., Co. I, 3d Cavalry.
HUFF, E., Co. I, 16th Infantry.
HUNT, Burch, Co. B, 2d Infantry.
KAISER, Samuel, Co. G, 8th Infantry.
KELLY, James S., Co. E, 2d Infantry.
KELLY, Thomas J., musician, Co. E, 20th Inf.
LARZE, Lorenzo A., Sergt., Co. C, 16th Infantry.
LEROY, Joseph, Co. E, 1st Artillery.
LONG, Orin C., Co. E, 16th Infantry.
McCOY, Louis N., Co. F, 16th Infantry.
MORRISON, Cornelius W., Co. D, 10th Infantry.
MYLIE, Douglas R., Co. C, 16th Infantry.
NEWMAN, Richard H., Co. K, 9th Cavalry.
NOLDE, B. P., Co. F, 16th Infantry.
O'DONNELL, ——, Co. D, 2d Infantry.
PENN, William N., Sergt., Co. K, 9th Cavalry.
REPREN, Adolph, Co. H, 2d Infantry.
RIDGLEY, Archibald, Corp., Co. D, 9th Cavalry.
SAALBACH, Richard, saddler, Co. F, 2d Cavalry.
TALLEY, George W., Co. E, 16th Infantry.
VAN CAMP, Louis B., Co. L, 2d Infantry.
WASHINGTON, George W., Co. C, 9th Cavalry.
WATTS, William W., Co. H, 24th Infantry.
WIGET, Edward, Co. M, 2d Infantry.
WILEY, Frederick, Sergt., Co. K, 24th Infantry.
WILSON, James L., Co. I, 16th Infantry.

St. Vincent's Hospital.

CHESLEY, Albert, Co. H, 33d Michigan.
DALY, Daniel F., Co. H, 3d Infantry.
FLINT, Robert H., Co. M, 1st D. C. Vols.
GAJEWY, Robert W., Co. G, 71st New York.
GARMAN, Charles W., Co. B, 8th Ohio.
HALLEAD, C. H., Co. C, 33d Michigan.
HEARN, James, Co. E, 1st D. C. Vols.
HOLLINGSWORTH, Fred, Hospital Corps.
JOHNSON, William, Co. C, 1st Illinois.
LIMB, George S., Q. M. Sergt., Co. D, 8th Ohio.
LOUGHEAD, Charles F., Hospital Corps.
McANDREW, James W., 1st Lieut., Reg. R. M., 3d Infantry.
MAHONEY, Patrick, Co. D., 9th Infantry.
MATHER, Chris, Co. C, 1st Illinois.
MOURONVAL, Henry, Co. F, 1st Vol. Eng.
MURTWYLER, Paul P., Co. F, 2d Vol. Eng.
POTTER, Giles, Co. B, 2d Massachusetts.
PUGH, Edward, Co. M, 8th Ohio.
RICHMOND, William, Co. F, 3d Cavalry.
RILEY, Dennie, Co. E, 1st D. C. Vols.
SPEIRER, Will E., Co. D, 71st New York.
STEWART, James T., Co. F, 3d Cavalry.
WALTERS, Fred K., Hospital Corps.

Bedlow's Island.

BROWN, Jackson, Co. D, 10th Cavalry.
HENSON, Albert, Co. K, 9th Cavalry.
JOHNSON, James, Co. G, 1st Cavalry.
SEARS, Richard, Co. H, 24th Infantry.
SMITH, Robert W., Co. A, 10th Cavalry.

New York Hospital.

BECKMAN, Peter W., A. A. Surgeon, U. S. A.
CLARK, Claude, Co. B, 8th Ohio.
DEMPSEY, George F., Co. F, 71st New York.

Ordered to Washington.

CLAY, Fred, Corp., Co. C, 5th Infantry.

Home.

HINE, Charles, Major, 1st D. C. Vols.
MILLER, Claude H., 2d Lieut., 24th Infantry.
MEREDITH, John C., Corp., Co. H, 2d Infantry.

CAMP MEADE'S SICK AND DEAD.

New York Soldier Dies of Typhoid—Other New Yorkers Ill.

CAMP MEADE, Middletown, Penn., Sept. 18.—Fifteen soldiers suffering with typhoid fever were taken from the Second Division Hospital this evening and sent to the Charity Hospital, Norristown, in a special car. The patients were from the Two Hundred and First and Two Hundred and Second New York, Fourth Missouri, First Rhode Island, and Second West Virginia Regiments. Chief Surgeon Girard believes the sick will be better in city hospitals than in tents, and has arranged to send more away to-morrow to Harrisburg and Philadelphia hospitals. There are 175 fever and rheumatism patients in the general hospitals, and they will be taken away as rapidly as they can be moved.

Private Burton D. Danto, Company K, Third New York, died in the Red Cross Hospital to-day of typhoid fever, and his body was shipped to Wellsville. Corp. Samuel Crager, Company H, Second Tennessee, also died of congestive chills at the regimental dispensary after a brief illness.

Detailed reports have been received by Col. Girard from the various regimental Surgeons on the health of their regiments. They report few malarial cases, and in the regiments where malarial troubles have been the most prevalent improvements are reported. Most of the cases of typhoid fever and malaria have been brought here from the camps in the South and Camp Black, New York. Col. Abbott of the First Rhode Island is seriously ill with typhoid fever at the home of a friend in Middletown.

Among the medical officers detailed as Brigade Surgeons is Burton S. Booth, Two Hundred and Third New York Regiment. He is attached to the First Brigade of the Second Division.

WITH THE ROUGH RIDERS.

The Few Now Left in the City Admire the Scenes in Fifth Avenue and Central Park.

Of the several hundred Rough Riders who for the last few days have been enjoying the hospitality accorded them so heartily by the citizens of New York, only a few remain in the city, and before this week is over a man in buff with the "R. R. R." pin on his collar will be a rarity. Yesterday even the few lingering members of Col. Roosevelt's former regiment were not much in evidence, and barely a dozen of them could be seen in the section of the city where they have made their headquarters.

Saturday had been a day of celebration in honor of the visit of the former Colonel of the Rough Riders, and they did full justice to the occasion. In consequence they stuck pretty closely to their rooms yesterday. In the afternoon, however, several groups of these picturesque men made a sortie into Fifth Avenue, and expressed themselves freely and within the hearing of most passers-by as to the quality of the women they encountered on New York's fashionable promenade.

Most of them live where women are somewhat of a rarity, and where an up-to-date costume is practically unknown. The splendor of a Sunday Fifth Avenue crowd seemed to impress them, and remarks like, "Well, a few of these girls in Arizona would get some of the boys into shooting scrapes pretty lively," "It's worth while being in a city with these kind of people around," and "Believe I'll stay till I get better acquainted," were frequently heard.

Central Park was also invaded by some Rough Riders, who were beginning to miss their ponies and who hired as substitutes horses from livery stables. Their feats of horsemanship drew crowds of admiring onlookers and frequent bursts of applause.

An announcement was given out yesterday to the effect that all Rough Riders are asked by the National Relief League to assemble at noon to-day in Parlor B of the Hoffman House.

Robert L. Martin, a ranchman from the Pan Handle of Texas, and a member of Troop A of Col. Roosevelt's Rough Riders, was in the Centre Street Police Court yesterday morning as complainant against Robert Hunt, the proprietor of a concert hall at 302 Bowery, whom he charged with larceny. Clad in a new cavalry uniform, Martin attracted no little attention. In weight and height and manner he was the ideal Texan.

According to the cavalryman's story, Saturday evening, in company with Miss "Flossie" Collins, a Tenderloin soubrette, he was "doing" the Bowery. Among other places visited was Hunt's. There Martin ordered drinks, giving the waiter a twenty-dollar bill in payment. After waiting over an hour for the change, and unable to get any satisfaction from the proprietor about the missing waiter, Martin finally called in Detective Somers of the Mulberry Street Police, and Hunt was locked up. At the same time Martin missed his silver watch, valued at $30. Detective Somers noticed that the woman had it fastened around her wrist, with the strap Martin used as a chain. As a result Miss "Flossie" was also made a prisoner.

When the two prisoners were arraigned in the police court Sunday morning, Martin came to the conclusion that he had given the woman his watch for some reason, as she claimed, and refused to make a charge against her. Hunt claimed that he knew nothing about the missing waiter, nor did he know that Martin had given him a twenty-dollar bill.

The soldiers recently returned from the war, the concert hall man said, had acquired a habit of giving a waiter a dollar bill and then demanding change for a five, well knowing that the proprietor would rather pay the difference than be arrested. Hunt, however, said he was tired of doing that. He was held in $500 bail for further examination.

To Magistrate Simms, Martin said that he had 1,400 nice, fat cattle waiting for him on his ranch at Fort Concho on the Yellow Hammer River in the Pan Handle of Texas, and that he would be glad to get back to them.

CAPT. "BUCKY" O'NEILL.

How the ex-Mayor and Rough Rider Met His Death.

The late Capt. O'Neill, of Troop A, First United States Volunteer Cavalry, was one of the most striking among the many odd characters from all walks of life which went to make up the famous regiment of Rough Riders. A plainsman, a legislator, a notorious gambler, an able economist, and a man devoid of fear, he earned a distinction in the combination of traits which it may be said none of his comrades reached. The account of his death was related the other day by a member of his troop, who passed through Long Island City on his way South after being mustered out.

This was William Pulsing, a German-American business man of New Orleans, who was accepted into the regiment largely on account of his regular army experience. Mr. Pulsing was found at the Red Cross Hospital at Long Island City, where he was staying over night, though little the worse for his campaign experiences.

"'Bucky' O'Neill," said he, "won his nickname from the fact that he was always given to 'bucking' every gambling game in sight. He was noted through a large part of the West for his gambling propensities.

"Troop A, of which he was Captain, was not engaged at El Caney, but took part in the general advance on Santiago. He lost his life at the battle of San Juan Hill. The troop was deployed along the creek, and the fire was hot. I asked Capt. O'Neill if he would allow me to go ahead and reconnoitre, and on receiving permission I started out and ran into a road, a short distance ahead, which had been sunk by the use of troops and wagons, about a foot below the surrounding soil. I reported to Capt. O'Neill that this would be a good place for the troop to find temporary shelter, and we all went forward. The members of the troop lay down in this road.

"The Mauser bullets were whizzing rapidly over us, but Capt. O'Neill, who was always accustomed to expose himself recklessly to fire, stood upright, apparently unconscious of danger. He was talking to an Adjutant General, though who the General was I don't know. Suddenly a Mauser bullet struck him squarely in the mouth, going in so evenly that his teeth weren't injured. He fell to the ground at once, and I and a man named Boyle, who was afterward killed in battle, picked him up and carried his body to the rear. He died there in a few seconds.

"Capt. O'Neill was noted for his writings on political economy besides his gambling tendencies. He was the Mayor of Phoenix, Ariz., when he enlisted, and was the first man to introduce the theories of Henry George into that town. He never preached single tax in the regiment, however."

ROUGH RIDER IMITATORS.

Two Men Give Exhibitions on the East Side and Land in Jail.

"Well," said John Van Hoffelt, yesterday, as he sat in his room, at 530 East Ninety-first Street, "there's only one real Rough Rider—that's Roosevelt." He spoke to George Knox, who lives in the same house. The men are both young, and are drivers.

"Rot," answered Knox. "Slippery Bill's de best rough rider."

"Slippery Bill," sneered Van Hoffelt. "Who's he? I'll take me oat' I never heard o' him."

After this the words of the argument became personal, and the men decided each to take a horse and see what they could do in the rough riding line. Their horses were in a stable back of the house, and in a remarkably short space of time the animals were taken to the street, saddleless and bridleless. Then a wild ride started at Ninety-first Street along First Avenue.

The horses tore along the avenue, the riders clinging on for dear life. The people along the avenue cheered on the riders, who in turn screamed as they beat the sides of their steeds. The honors were about even in the race, until One Hundred and Ninth Street was reached. There a policeman stood waving his arms and calling to the riders to slow up and be arrested. The horses slowed up, but before the policeman could get near, they turned and were galloping back toward their stable.

Bicycle Patrolman Daniel Fogherty saw the crowds and heard the shouting, and from several blocks further up town started after the riders. The people on the pavements warned the riders, and they put forth every effort to induce their tiring horses forward. At One Hundred and Fourth Street, an Italian with his organ got in the way, and both he and the organ were toppled over. But Van Hoffelt went over with them, and lay stunned for a few moments on the ground. Knox jumped from his horse to see whether his friend was hurt, and learned that he was not just as the bicycle patrolmen arrived and placed both under arrest.

The men looked around for their horses, evidently with a thought toward escape, but the animals were speeding away toward the stable. The men were placed in a cell of the East One Hundred and Fourth Street Police Station, charged with disorderly conduct.

WANT TO STAY AT MONTAUK

Colonels Advise that the Cavalry Division Be Kept There Till It Goes to Cuba.

TRANSPORTS DETAINED BY FOG

Three Men Arrested on the Charge of Stealing Blankets and Cots from the Hospital—Five Deaths Reported in Camp.

CAMP WIKOFF, MONTAUK, N. Y., Sept. 18.—There seems to be every probability now that the cavalry regiments will not leave the camp here until they go on board the transports which are to land them in Cuba. It has all along been proposed to send them to some Southern camping ground to spend the few weeks which must intervene before they start for Cuban soil as the backbone of the army of occupation.

Adjt. Gen. Corbin yesterday sent word to Gen. Wheeler to confer with the Colonels of the cavalry division and ascertain their views as to the best plan to follow not only in the transportation of the troopers from Montauk to a new camp, but also as to what point in the South would be the best suited for the camp. A conference was held in Gen. Wheeler's headquarters, and views were exchanged. Gen. Wheeler said afterward he had expected some discussion on the points raised by the Adjutant General, and was greatly surprised when every one of the Colonels advised that his regiment remain where it is until the Government is ready to ship it to Cuba.

They thought it would be useless work to ship men and their mounts from Montauk to some Southern point, where they would not have as healthy a place as they have here, and in which they would not get fairly settled before they would have to pack up again and start for Cuba. The officers said they thought their men were getting into good shape, and the air here agreed with them, and they ought to have the benefit of it just as long as was possible. Many of the officers reported that their men were in as good condition as when they left their posts last Spring to mobilize for the Cuban campaign, and were as ready to go to Cuba now as they were then.

Gen. Wheeler will make a report to Gen. Corbin of the result of the conference and will, it is said, indorse the views of the Colonels, so that unless Washington acts in direct opposition to the wishes of the commanding officers, the cavalry division will remain here until it goes to Cuba, and there will be no Southern camp.

Col. Greenfield has been directed to notify all contract Surgeons to send in their names to him and to indicate whether they prefer muster out or continuance in the service, with chances of seeing service in Cuba and Puerto Rico. A muster of the nurses connected with the camp will be made this week, and many of them will be released.

Major Brown, who is in charge of the hospital and responsible for all the property in it, has made the discovery that he was being robbed. As a result two men are under arrest for stealing blankets and one for stealing cots belonging to the hospital. Extra blankets are needed, as some of the nights here are chilly. The Government seems to think one is enough for each man, and the result has been that some of the soldiers who thought they needed another have been procuring it themselves from the employes of the hospital laundry.

Major Brown discovered the way his blankets were going, and, dressed so as to conceal his rank, went to the laundry this morning and arrived just in time to see a soldier buy a blanket for $1. The Major represented that he had come on the same errand and wanted six blankets for himself and friends. After the sale was completed Major Brown called in a couple of the guard and a minute later the blanket seller was marching off to the guardhouse a prisoner. Under examination he named a man as his accomplice and he was also arrested. Major Brown also has evidence that two teamsters at least have been selling cots belonging to the hospital, and one of these men is under arrest.

The transport Berlin, with the First, Second, Eighth, and Sixteenth Infantry, bound for the Alabama camp, sailed this afternoon, but it is thought she is anchored off the coast, owing to the thick fog prevailing. None of the other transports attempted to get away.

The deaths to-day were: T. Carll, Corporal Company G, Twenty-third Infantry; Benjamin Badgley, Fourth Infantry; George Garrett, Twenty-fourth Infantry; L. Larter, teamster, Third Cavalry. A soldier named Clark, but unidentified as to regiment, who was found unconscious last night and brought to the hospital, died this morning.

TRANSPORT CHESTER ARRIVES.

Troops from Montauk Point Disembark and Take Trains for the South.

The transport Chester, from Camp Wikoff, with 1,200 men of the Sixth and Tenth United States Infantry and Batteries A and B of the First Artillery, arrived in this city early yesterday morning. She tied up at Pier 41 North River, foot of Leroy Street, whence the soldiers were sent to various railway stations in Jersey en route to their posts.

Floats with freight cars aboard were brought alongside the Chester, and the baggage, horses, cannon, and equipment were put into them and taken at once to the termini across the river. The troops were taken over by ferry, and by the time all of them had got into the trains the baggage and equipment cars had been attached. The Sixth Infantry, under Col. C. W. Miner, is going to Fort Thomas, Newport, Ky., over the Baltimore and Ohio; the Tenth, under Lieut. Col. T. M. K. Smith, to Huntsville, Ala., over the West Shore, and Batteries A and B, First Artillery, in charge of Capt. Abner Merrill, to Hilton Head, Port Royal, S. C., over the Pennsylvania.

The losses of the Sixth Infantry have been the heaviest of any regiment in the war. It lost 36.66 per cent. of officers and 26.32 per cent of men. It left Fort Thomas for Cuba on April 19 last with 513 men. Of those only 82 were alive or well enough to be with the regiment yesterday, a great number of the command being ill in hospitals. In all the Sixth numbered yesterday 417 men and 15 officers, as 335 were recruited at Montauk Point. It is now desired to raise the number of the members to 1,200, and it is expected that immediate steps will be taken in this direction. While in the trenches in Cuba it celebrated its hundredth anniversary. Sergt. Thomas Farrell of Company B is the oldest and largest man in the regiment. He has served thirty-five years in the army and navy, and though he can retire, he stated yesterday that he meant to die in the service.

The Tenth Infantry lost 28.57 per cent. of its officers and 9.77 per cent. of its men. It now numbers 300, but only 175 men and 3 officers are of the original command which left Reno, Texas, at the outbreak of the war. Nearly all of the non-commissioned officers are sick in the hospitals.

Batteries A and B of the First Artillery have about 95 men each.

Transport Michigan Arrives.

The army transport Michigan, which left Santiago Sept. 16, arrived here yesterday and anchored with the fleet of Government vessels in the Upper Bay. On the passage up the coast the Michigan got part of the blow which caused such havoc on the Windward Islands. The transport brought as passengers Capt. Charles T. Baker, Assistant Quartermaster; Capt. E. Primelles of the Cuban Army, and Surgeons Kennedy and Agramont of the United States Army. The passengers say Santiago is recovering quickly from the effects of the siege and that all the Spanish troops will soon be on their way home. The Cubans are on friendly terms with our soldiers, and the city is being put in a good sanitary condition.

Senor du Bosc Again Transferred.

MADRID, Sept. 18.—Señor du Bosc and Señor Aranguren, formerly secretaries to the Spanish Legation at Washington, have been transferred from St. Petersburg to Vienna.

MERIDEN COMPANY
SILVERSMITHS
208 FIFTH AVENUE
MADISON SQUARE

O'Neill's,
Sixth Ave., 20th to 21st Street.

Women's Suits!

An international exhibit of new style garments, made by the best tailors, designed by the best artists and intended to discount in richness and newness everything in the past. We hold up four for you to look at to-day:

At $13.98 Women's Men-Tailored Suit with the new box reefer jacket dart sleeves, revers, and notched collar, lined throughout with good quality of satin. Skirts are correctly shaped, percaline lined and velveteen bound.

At $15.00 Women's Suit of fine weave Diagonal Cheviot in the newest shades. The waist has coat back, tight fitting front, and lined throughout with satin. Skirt is correctly shaped, finished with strapped seams, percaline lined and velveteen finished.

At $20.00 Women's Men-Tailored Suit of an excellent quality of Diagonal Cheviot. The correct shaped walking coat; is lined throughout in extra quality of taffeta; skirt percaline lined. The tailoring is equal to custom work.

At $22.98 Women's Suit of Camel's Hair finished Serge, tight-fitting waist, with inlaid velvet collar, new shaped skirt. The entire suit is lined with a good quality of taffeta.

And Others Up to $165.00.

H. O'NEILL & CO.

SICKNESS AT SANTIAGO.

Nearly One-sixth of Gen. Lawton's Force Now Ill—Seven Deaths Reported.

WASHINGTON, Sept. 18.—Sickness among the troops of Gen. Lawton's command at Santiago is increasing. Nearly one-sixth of his force is now on the sick list, although the number of deaths is not great. Gen. Lawton's bulletin of the health conditions of the American forces at Santiago, received at the War Department to-night, follows:

"Sick, 1,222; fever, 841; new cases, 92; returned to duty, 304; deaths—Gustafsen John, sailor, typhoid fever, Sept. 15; Edward Harris, Corporal, Company I, Ninth United States Volunteers, yellow fever, Sept. 15; Arthur Bassey, private, Company D, Ninth United States Volunteers, yellow fever, Sept. 16; William Diltmat, private, Company M, Ninth United States Volunteers, yellow fever, Sept. 16; Otto Sefeldt, private, Company D, Fifth Infantry, malarial remitent fever, Sept. 16; Michael J. O'Brien, First Lieutenant, Company A, Fifth Infantry, malarial remittent fever; James Burke, Company E, Ninth United States Volunteers, bilious fever, Sept. 16."

Sergt. Johnson Accused.

SANTIAGO, Sept. 18.—Yesterday charges were preferred by Capt. Miller of the Second Immune Regiment and Capt. Shelley of the Fifth Immunes against Sergt. J. W. Johnson of the Third Regiment for falsely maligning and libelling the officers and soldiers of their respective regiments in an article published in The Atlanta Constitution on Aug. 2.

Only Eight Spanish Prisoners Left.

WASHINGTON, Sept. 18.—Gen. Lawton reports to the War Department to-night that all of the Spanish prisoners have been shipped from Santiago to Spain, except eight, of whom one is at Baracoa and seven are at Guantanamo, suffering from yellow fever.

WARM WELCOME FOR SOLDIERS.

Elaborate Arrangements at Cincinnati for the Sixth Infantry's Return.

CINCINNATI, Sept. 18.—Elaborate arrangements have been made for the reception of the Sixth Infantry on its return to Fort Thomas to-morrow. Members of the Chamber of Commerce and others went to Parkersburg to-day to meet the regiment at the State line.

This regiment was one of the first called out. It has suffered severe losses. Col. Cochran was retired soon after the regiment reached Tampa, and Lieut. Col. Egbert succeeded him. When the regiment was cut to pieces at Santiago Col. Egbert was shot through the lungs, and now the regiment returns with Major Miner commanding. Col. Egbert is here anxiously awaiting the regiment.

Of the 483 who went with this regiment in April, less than 250 return. The regiment has been recruited, so that 490 are now in line. Fifty members of the regiment are in the Fort Thomas hospitals, and some are away on furloughs, but many were buried in Cuba.

Back from Its Hunt for Privateers.

SEATTLE, Sept. 18.—The revenue cutter Grant, which went up into Alaskan waters in a fruitless search for a Spanish privateer, has arrived here from Sitka.

ACCUSES HIS DAUGHTER.

Mr. Reid Says She Is Incorrigible and Wants Her Sent to an Institution.

Edward M. Reid of 36 West One Hundred and Thirty-third Street was a complainant in the West Side Police Court yesterday morning against his nineteen-year-old daughter Marguerite, whom he charged with being an incorrigible, and asked that she be sent to an institution. The girl was in court with her sister Sarah, who is seventeen years old, and cried bitterly throughout the examination. Mr. Reid said that he had done all in his power to make his daughter a good girl, but with little success. He said he had found her frequently in bad company at Fort Schuyler, and added that she had taken her younger sister away with her.

The daughter vehemently denied the accusations. She said her father had told her to get out of the house, and she did so. "I got a position as a stenographer," she said, "through a friend, George Davidson, a lawyer. My father made me give it up, and I returned home. Since that time he has again told me to get out."

Sarah, the sister, said that her father had ordered both of them out of the house. She had been with her sister Marguerite, she said, but had never seen her do anything wrong.

Mr. Reid denied sending his daughters from home. He had no witnesses to prove his charges, but said he could get them, and the case was adjourned until to-morrow. Marguerite was held in $500 until that time, and went to the prison in tears.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac—This Day.

A. M. P. M. P. M.
Sun rises...5:45|Sun sets...6:02|Moon sets...7:38

High Water This Day.

A. M. A. M. A. M.
S. Hook....9:28|Gov. Isl'd..9:41|H. Gate...11:30
P. M. P. M. P. M.
S. Hook....9:50|Gov. Isl'd..9:56|H. Gate...11:45

Outgoing Steamships.

TO-DAY, (MONDAY,) SEPT. 19.

	Mails Close.	Vessels Sail.
Algonquin, Charleston...		3:00 P. M.
TUESDAY, SEPT. 20.		
Benison, Inagua, &c.	1:00 P. M.	3:00 P. M.
Coleridge, Pern'buco, &c.	9:00 A. M.	11:00 A. M.
El Mar, New Orleans		3:00 P. M.
Gran Antilla, Havana, &c.	11:00 A. M.	1:00 P. M.
Servia, Queenstown and Liverpool	6:00 A. M.	9:00 A. M.
Trave, Bremen	7:00 A. M.	10:00 A. M.
WEDNESDAY, SEPT. 21.		
Adirondack, Haiti	10:00 A. M.	12:00 M.
Arkadia, Puerto Rico	2:00 P. M.	4:00 P. M.
Belvernon, Santa Martha	10:00 A. M.	12:00 M.
[illegible]	10:30 A. M.	[illegible]
Cherokee, Charleston		3:00 P. M.
Fontabelle, St. Thomas, &c.	12:30 M.	*1:00 P. M.
Germanic, Queenstown and Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
Kensington, Southampton and Antwerp		12:00 M.
Orizaba, Havana	1:00 P. M.	3:00 P. M.
Prins Willem III., Haiti	10:30 A. M.	1:00 P. M.
THURSDAY, SEPT. 22.		
Fuerst Bismarck, Cherbourg, Southampton, and Hamburg	6:00 A. M.	9:00 A. M.
Orinoco, Bermuda	1:00 P. M.	3:00 P. M.
Ardanhu, Jamaica	1:00 P. M.	3:00 P. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China and Japan, per steamship Columbia, (from Tacoma,) close here daily up to Sept. §19 at 6:30 P. M. Mails for the Society Islands, per ship Tropic Bird, (from San Francisco,) close here daily up to Sept. 24 at 6:30 P. M. Mails for China, Japan, and Hawaii, per steamship City of Peking, (from San Francisco,) close here daily up to Sept. 25 at 6:30 P. M. Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to Sept. §30 at 7 A. M., 11 A. M., and 6:30 P. M., (or on arrival at New York of steamship Etruria with British mails for Australia.)

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) SEPT. 19.
Arecuna, Havana, Sept. 14.
Bovic, Liverpool, Sept. 9.
Cherokee, Savannah, Sept. 16.
Equatoria, Antwerp, Sept. 3.
Furnessia, Glasgow, Sept. 8.
Hispania, Havre, Sept. 7.
Irrawaddy, Port Spain, Sept. 10.
St. Ninian, St. Michael's, Sept. 7.
Tallahassee, Savannah, Sept. 14.

TUESDAY, SEPT. 20.
Alleghany, Port Limon, Sept. 13.
Belgenland, Southampton, Sept. 10.
City of Augusta, Savannah, Sept. 17.
Kaiser Friedrich, Bremen, Sept. 13.
Noordland, Antwerp, Sept. 10.

WEDNESDAY, SEPT. 21.
Borderer, Antwerp, Sept. 7.
Bremen, Bremen, Sept. 10.
Eastern Prince, St. Lucia, Sept. 14.
El Dorado, New Orleans, Sept. 16.
Finance, Colon, Sept. 14.
Henry Dumois, Punta Martha, Sept. 14.
Kansas City, Swansea, Sept. 7.
Seminole, Jacksonville, Sept. 18.
Teutonic, Liverpool, Sept. 14.

THURSDAY, SEPT. 22.
Leona, Galveston, Sept. 15.
New Orleans, New Orleans, Sept. 17.
Pretoria, Hamburg, Sept. 11.

FRIDAY, SEPT. 23.
Alesia, Gibraltar, Sept. 9.
Bramble, St. Lucia, Sept. 16.
Cufic, Liverpool, Sept. 13.
Island, Christiansand, Sept. 10.
Lucania, Liverpool, Sept. 17.
Pawnee, Gibraltar, Sept. 9.

SATURDAY, SEPT. 24.
Jersey City, Swansea, Sept. 10.
Knight Bachelor, Rotterdam, Sept. 10.

Arrived—Sunday, Sept. 18.

SS Victoria, (Br.,) Farrington, London Sept. 8, with mdse. and passengers to New York Shipping Co. Arrived at the Bar at 7 P. M.

SS Arecuna, (Br.,) McKenzie, Havana Sept. 13 and Nassau 15th, with mdse. and six passengers to James E. Ward. Arrived at the Bar at 10 P. M.

SS La Normandie, (Fr.,) Fajolle, Havre Sept. 10, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 9 P. M.

SS La Campine, (Dutch,) Markschlaeger, Antwerp Sept. 3, in ballast to Gustav Heye. Arrived at the Bar at 3 P. M.

SS Jamestown, Boaz, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS Tallahassee, Askins, Savannah Sept. 15, with mdse. and passengers to Ocean Steamship Company.

SS Port Melbourne, (Br.,) Smith, London Sept. 6, with mdse. and passengers to the New York Shipping Co. Arrived at the Bar at 3 A. M.

SS Angola, (Br.,) Carruthers, Rio Janeiro, &c., Aug. 20, in ballast to Barber & Co. Arrived at the Bar at 7 P. M. 17th.

SS Orinoco, (Br.,) Fraser, Bermuda Sept. 15, with mdse. and passengers to A. E. Outerbridge & Co. Arrived at the Bar at 4 A. M.

SS Alsenborn, Gillingham, Baltimore, with mdse. to H. C. Foster.

SS Maasdam, (Dutch,) Potjer, Rotterdam Sept. 8, with mdse. and passengers to the Holland-America Line. South of Fire Island at 8:20 P. M.

SS Colin Archer, (Nor.,) Thorsen, Shields Aug. 29. Anchored in Lower Bay for orders.

Ship Grace Harwar, (of London,) Hunt, Pisagua 131 ds., with nitrate of soda to order—vessel to John B. Livermore.

WIND—Sandy Hook, N. J., Sept. 18, 9:30 P. M., W., light breeze, clear.

Sailed.

SS Strathavon, (Br.,) for Rotterdam.
SS Charlois, (Dutch,) for Amsterdam.
SS Laura, (Br.,) for Rotterdam, &c.
SS Energia, (Br.,) for Aden, &c.
SS Alnwick, (Br.,) for Melbourne, &c.
SS Taormina, (Ger.,) for Pernambuco, &c.
SS Darlington, (Br.,) for Norfolk.
SS Laughton, (Br.,) for Philadelphia.
SS Louisiana, for New Orleans.
SS Lampasas, for Key West, &c.
U. S. SS Yankee.

By Cable.

LONDON, Sept. 18.—SS La Champagne, (Fr.,) Capt. Poirot, from New York, arr. at Havre at noon to-day.

SS Barbarossa, (Ger.,) Capt. Richter, from New York for Bremen, arr. at Southampton at 2:30 P. M. to-day and proceeded.

SS Lucania, (Br.,) Capt. McKay, (from Liverpool,) sld. from Queenstown for New York at 10:30 A. M. to-day.

SS Aurania, (Br.,) Capt. McKay, from New York, arr. at Liverpool to-day.

SS Kaiser Wilhelm II., (Ger.,) Capt. Hogeman, from Genoa and Naples for New York, passed Gibraltar yesterday.

SS Friesland, (Belg.,) Capt. Nickels, from Antwerp for New York, passed Prawle Point to-day.

SS H. H. Meier, (Ger.,) Capt. Steencken, from Bremen for New York, passed Dover to-day.

He Is a Public Benefactor Who provides the people with a pure stimulant
OLD DEARBORN RYE
Bottled in bond, supplies this long-felt want. Sold by all leading dealers. Prescribed by all leading physicians. Write for circular and prices.
W.P. Squibb & Co. Lawrenceburgh, Dearborn County, Ind. Distillers

FLINT'S FINE FURNITURE
SMYRNA RUGS.
6x9 ft. $10.00
7.6x10.6 ft. 15.00
9x12 ft. 22.00
45 West 23d Street.

REED & BARTON,
SILVERSMITHS,
Broadway & 17th St., N. Y.
8 Maiden Lane, N. Y.

The Wanamaker Store

Finest Parlor Furniture

NOTE the superlative,---it is used advisedly and accurately. The showing on the fourth floor, opened to view this morning, is of the finest and costliest parlor furniture known to the public or the trade.

You shall see by it what we can do toward filling the demand for this kind of furniture at reasonable prices. Not little prices;---it will be a sad day in social economics when such superb workmanship as is here displayed can be bought for little,---but at prices without sentimental or arbitrary inflation; business prices, and consequently pleasantly surprising.

The exhibit includes magnificent examples of the furniture periods of Louis XIII., XIV., XV. and XVI., Early English, (somewhat idealized,) Colonial, Early Spanish or Baroque, and Flemish. The woods are, of course, principally mahogany and oak. The Renaissance pieces are chiefly in gold, and the showing in them is at once magnificent and exquisite,—a rare combination.

With these parlor suits, is shown a beautiful assortment of parlor tables and cabinets, chiefly in gold and ver[illegible] martin. The prices on all will be found rather lower than merely satisfactory.

Fall Silks Ready! We need say little more than that. You know, and will do, the rest.

France, Switzerland, Connecticut and New Jersey send their best. An odd conjunction? Not at all. The latter contribute almost as much dignity as the first.

Much that is novel, much that is wholly new, most of it here *only*. And some pleasant price surprises.

This list may help you somewhat:

At 75c. yd.—Choice Taffeta Glace Pekins in 17 styles; $1 qualities.

At 85c. yd.—Barre Cord Taffeta Glace whipcords of silk; blacks on double colors.

At $1 yd.—Varieties of beautiful Taffetas in checks, plaids, Barre stripes, Pekin stripes, pompadour stripes, in shadow printings on delicate colors; or on black with diamonds of colors between waves of satin; $1.50 quality.

At $1.25 yd.—Taffeta fancies in new color plays; stripes and bars on ombre grounds; Pekin stripes of satin with embroidered bars of twisted silks with crescents in relief; shot silks with Barre cluster of hair lines on black; for evening wear.

At $1.35 yd.—Brilliant Taffetas with stripes and bars of satin on silk; new colors; new styles, copies of costlier silks.

At $1.50 yd.—Wonderful evening silks in white with plaits of colors 1-2 an inch apart in restful relief. Richly woven stripes in black on armures of new colors; rich satin Brocades of the $3 kinds, in all the pinks and blues of to-day. All $1.50 yard.

Rotunda.

Parisian Novelties in Dress Goods This is a very large showing, but the extent of it is its least important feature. Who cares for mere quantity in such a matter? The essential point is *selection*, and, of course, exclusiveness.

It is on that point of selection that we are pre-eminent,—on that and on the secondary consideration—extent of variety. That means both large and best choice.

The show is full of the wholly new. Some suggestions as to these follow. It is not an attempt at description.

Silk-and-wool corrugated bayadere stripe Satin Cloth, at $5 yd.

Silk-and-wool velvet chenille bayadere Brocaded Cords, at $4.75 yd.

Silk-and-wool velvet chenille bayadere striped Satin Cloth, at $4.25 yd.

Silk-and-wool souffle brocaded chenille bayadere striped Velour, at $4 yd.

Silk-and-wool satin and chenille bayadere striped Velour, at $4.50 yd.

Silk-and-wool Matelasse Bayadere, $3.75 yd.

Silk-and-wool brocade bayadere Velour, at $3.50 yd.

Silk-and-wool fancy corrugated striped Novelty, at $3.50.

Mohair soutache and cut jet bordered Poplins, at $3.50 yd.

Silk-and-wool souffle serpentine bayadere brocade Velour, at $3 yd.

Mohair-and-wool serpentine bayadere Twill, at $2.50 yd.

Silk-end-wool serpentine bayadere Velour, at $2.35 yd.

Sik-and-wool chevron bayadere Velour, at at $2.35 yd.

Silk-and-wool serpentine bayadere corded Novelty, at $2 yd.

Silk-and-wool matelasse bayadere Velour, at $2 yd.

Rotunda.

The Carpet Store It is big enough to speak for itself, even if it had not already made friends enough to speak for it. We have had little to say of it of late, but not because there was no news.

It issues orders to you now concerning three sorts of carpets in especial,—

Body Brussels
Axminsters
Wiltons.

Its power to control your action is based upon its power to serve your interests. Fail of attention at your peril of loss. If you have carpets to buy, see what the message is that the carpet store has for you.

Fourth floor.

New Dinner Sets in the China Sale There has just reached us an advance shipment of our Fall importations in French china dinner sets,—mostly Haviland. Coming at the time of our china sale, their prices must be made to conform to the low level that prevails throughout the china store. Very little more need be said, nothing at all more, if you see them, and need them.

At $25—Limoges china; shape and decorations entirely new; very pretty; 100 pieces.

At $25—Limoges china; 3 decorations; 101 pieces.

At $30—Haviland china; flower decoration and gilt handles; Ranson shape; 100 pieces; 120-piece set, $40.

At $30—Haviland china; St. Cloud shape; flowers and gold; 100 pieces.

About 40 Dinner Sets of fine Haviland china, and American and English porcelain, have new prices to-day, as follows:

Four Haviland china dinner sets, in fancy shapes, with flower decorations and heavily gilded handles, at $30; reduced from $40.

Two sets of Haviland china; flowers in green and pink clusters; gold handles; narrow border band of gold; 113 pieces; $27.50, were $35.

Sixteen sets of English porcelain; underglaze print decorations; 100 pieces; $6, were $7.50.

Twenty sets of American porcelain; flower decorations and all pieces gilt; 100 pieces, $10; 112 pieces; $12.

Blue and White Canton China The old blue willow pattern,—of course you know it. Perhaps you have found it rather scarce of late. That was because of labor troubles in Nankin, China. The principal factories have been closed for many months. Now they are running again, and we have some of the very first shipments. If you are looking for pieces to complete your set, we can supply them. You will find this china in the Oriental Store.

We are having a sale of Japanese vases in the same store. Lucky chance for you, if you wish any.

Continuing the Linen Sale We have never had such linen days in September. The figures mount higher daily. People are telling people.

Staple, famous, aristocratic Scotch and Irish damasks, with names on the labels known through the civilized world. Snowy, satiny Flemish linens, backed by sturdy honesty and centuries of development. Odd and novel products from little-known and modest factories in Germany and Austria, attractive and cheap. And art-works, real loom art-works, from everywhere that the loom is used.

It wouldn't be a sale worth mentioning unless it offered unusual advantages as to price. It does.

TABLE CLOTHS

At 50c. yd.—Full bleached damask; 60 in.

At 65c. yd.—Scotch bleached damask; 67 in.

At 85c. yd.—Irish bleached damask; 72 in.

At $1.35 yd.—Scotch bleached double damask; 72 in.

NAPKINS

At $2 doz.—Bleached Irish linen; 21 in.

At $1.50 doz.—Full bleached Irish linen; 23 in.

At $2.75 doz.—Bleached Irish linen; 24 in.

At $3.50 doz.—Bleached Irish linen; 24 in.

TEA CLOTHS

At $1.25 each—Hemstitched damask; 52x53 in.

At $1.50 each—Hemstitched damask; 43x43 in; $2 each for the 52x53 size.

DAMASK SCARFS—Hemstitched.

At 50c. each—17x50. At 60c. each—16x70.

Fourth avenue.

Blankets That Tell Tales Do you know why one pair of blankets soils quicker and cleans harder than another?

Poor workmanship. Wool is full of grease. Only thorough work removes it. Grease catches dirt and holds it. So the quick-soiling blanket speaks of some maker's carelessness, or worse.

That is a hint of one of the many advantages of buying reliable goods from reliable people. The grease is out of the wool in our blankets. We know it, because we know the mills that made them. Blankets here are clean and soft and *honest*.

Less-priced, too. There is a sale of them going on now.

BLANKETS

At $2 pair—The "Corkerhill;" white, heavy, serviceable; 58x78 in.; 4 lbs.

At $3 pair—The "Swarthmore;" cotton warp; 70x80 in.; 5 lbs.

At $4 pair—The "Wynnwood;" white, finely finished; 60x80 in.; 4 lbs.

At $5 pair—The "Landsdowne;" pure wool; 74x84 in.; 6 lbs.

At $6 pair—The "Sampson;" fine wool filling on light spool cotton warp; 74x84 in.

COMFORTS

At $3.75—Of pure, odorless down, covered with fine figured sateen; 6 feet square; our make.

At $5—Covered with best American sateen; good variety of desirable patterns; 6 feet square.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Avenue, Ninth and Tenth Streets.

OUR FINANCES FOR A CENTURY

Production of Precious Metals in the United States and Its Bearing on the Currency.

WASHINGTON, Sept. 18.—The banking, currency, coinage, and production of precious metals in the United States during the past century are presented in great detail by a series of tables just issued by the Treasury Bureau of Statistics as a part of the July summary of commerce and finance.

These tables, covering more than one hundred pages of this unusually large volume, present a very complete picture of the growth of the banking system and of the currency both metallic and paper, and to this is added for comparative purposes a brief statement of the banking and currency conditions and gold and silver production in other parts of the world.

An examination of these figures, covering the banking and currency history of the country, brings to the surface some interesting facts. The earliest figures are those of 1774, which give the specie at that date at $4,000,000. The same statement puts the specie in 1784 at $10,000,000, the number of banks three, with a capital of $2,100,000, and a circulation of $2,000,000. By 1797 the number of banks had increased to twenty-five, the capital to $19,200,000, the bank circulation to $10,000,000, and the specie to $16,000,000.

The story of the century, 1797-1897, is told very fully in the elaborate series of tables both as to banks and their currency, and gold and silver production and coinage. The number of banks in 1797 was [illegible]; in 1897, 9,[illegible]. The capital in 1797 was $19,200,000; in [illegible], $1,027,[illegible]. The bank circulation in 1797 was $10,000,000; in 1897, $198,920,870. The deposits in the First Bank of the United States in 1809, the earliest date at which records of bank deposits are obtainable, amounted to [illegible]; the individual deposits reported by the 9,457 banks in 1897 amounted to $5,193,755,807, of which $1,939,876,035 were classed as savings deposits.

The increase in the number of State banks prior to the war is shown to have been very rapid, the number in 1830 being 329; in 1840, 741; in 1850, 809; in 1860, 1,562. The decrease from 1860 was equally rapid, the number of State banks in 1863 being 1,023; in 1864, 349, and in 1868, 247, while the number of National banks organized in 1863, 1864, and 1865 was 1,601. State banks again increased in numbers after 1868, the number in 1872 being 566, in 1885 975, in 1888 1,403, in 1890 2,101, in 1894 3,586, and in 1897 the number, including private banks, is reported at 8,878. Prior to 1860 the deposits in State banks amounted to but little more than half the capital stock, while since 1877 deposits have at all times been more than double the amount of capital stock, and in 1897 were $723,640,795, against a capital stock of $228,677,088.

The statements regarding the amount of money in circulation in the United States at various periods are equally interesting. The amount in circulation in 1800 is given at $4.99 per capita; in 1810, $7.60; in 1820, $6.96; in 1830, $6.69; in 1840, $10.91; in 1850, $12.02; in 1860, $13.85; in 1865, $20.57; in 1870, $17.50; in 1880, $19.41; in 1890, $22.82, and in 1898, $24.74. The statement regarding gold production and coinage in the United States and in the world shows that the mines of the United States produced more gold in the year 1897 than in any preceding year, except those of the great gold developments of California—1852-3-4. The gold production of the United States in 1897 is given at $57,363,000, while that of 1852 was $60,000,000, that of 1853 $65,000,000, and that of 1854, $60,000,000. Colorado is shown to have taken, in 1897, first place in the rank of gold-producing States, her production in that year being $19,104,200, against $14,618,300 by California; while prior to that time California had constantly stood at the head of the column of gold-producing States.

The coinage of gold by the United States mints in 1897 was [illegible], which is nearly 50 per cent. greater than the average annual coinage since 1870.

The statements covering the gold production of the world are also especially interesting. They show by stated periods the amount of gold produced in the world since the discovery of America, the total value of the gold produced from 1492 to 1898, (estimating 1897 at $240,000,000) being $8,023,320,600, of which amount $6,065,097,600 has been produced since 1850, the product of the last half-century thus being double that of the preceding 350 years.

WOMEN BURNED AT PASSAIC.

PASSAIC, N. J., Sept. 18.—Mrs. Marie Barberie, forty-five years old, and her niece, Lucille Demate, eighteen years old, were terrribly burned through their own imprudence to-day and are not expected to live. They were attempting to fill the tank of a lighted gasoline stove, when the tank exploded and the blazing oil set fire to the dresses of the women.

Miss Demate leaped from a window, and, with her clothing ablaze, ran two blocks down the street before she fell from exhaustion. Her clothes were burned from her body before help could reach her. The flames in Mrs. Barberie's clothing were put out by neighbors, who also extinguished the fire that had been started in the house. Both women were taken to St. Mary's Hospital.

Our Vessels May Go to Spanish Ports.

Collector Bidwell has been instructed by the Secretary of the Treasury to advise shippers that American vessels will not now be excluded from Spanish ports. This Government has an understanding with Spain that if hostilities should at any time be resumed, American vessels that might happen to be in Spanish ports will be allowed thirty days in which to load and depart with non-contraband cargo.

VALUE OF TORPEDO BOATS

Commodore Hichborn's Opinion that They Are Useless in War Not Generally Accepted.

NEED JUDICIOUS HANDLING

Neither Spain Nor the United States Made Proper Use of Them in the Recent Naval Battles—Their Limitations.

WASHINGTON, Sept. 18.—The torpedo boat, as well as its enemy, the torpedo boat destroyer, has lately fallen into disfavor among certain naval authorities. Both of these types of fighting vessels are said to have failed in the test of actual battle in the war with Spain.

This opinion is by no means general, however, as many naval experts insist that the little craft have not yet been subjected to the proper test, and that they have not, save perhaps in one instance, been handled by those who understood their limitations and their power, and who, while mindful of the one, could use the other to its fullest extent. These experts claim that in the present war neither Spain nor the United States has fought the torpedo craft as they should be fought, and that very different results would have followed if these vessels had been used in the manner and for the purposes originally had in view in their construction.

The solitary instance referred to, in which the torpedo boat was handled effectively because handled judiciously, was in the war between China and Japan, when the Japanese ran their torpedo boats up to and sunk the big man-of-war in the Harbor of Wei-Hai-Wei. In that instance the Japanese kept their boats under protection, it is said, until the proper striking distance was attained, and then made a dash for the sides of the battleships and blew her up.

The easy manner in which the Spanish boats were disposed of by unarmored vessels like the St. Paul and the converted yacht Gloucester has encouraged these naval officials who are opposed to this sort of craft in their adverse opinion. In speaking of the results of the war on the sea, a high naval authority said:

Handling of Torpedo Boats.

"Commodore Hichborn does not seem to think that the torpedo boat will play much part in future naval warfare. I do not agree with him, and his own article upon the subject affords sufficient ground for this disagreement on my part. He says, after condemning the torpedo boat and saying that during the war it was of practically no use at all, that 'these boats were not used by either combatant except occasionally for dispatch boats, a duty to which other craft might be more advantageously assigned.' If they were not used properly, I do not see how the Commodore can argue therefrom that the war has disproved their claim to usefulness.

"He also says that the converted yacht Gloucester defeated both the Furor and Pluton, 'among the very best and most modern of the destroyer class.' I don't think that even this result, creditable as it is to our navy and the gallant men who fought the Gloucester, is at all decisive. There are many things to be considered before we give up these brave little craft, which I am confident are fully equal to the task we have assigned to them.

"We used the torpedo boats as dispatch boats, and even sent the Winslow into Cardenas Harbor to reconnoitre. Such duties should never be given to these craft. Nor should they be subjected to the heavy fire from battleships until they are brought under cover to easy striking distance, and then only for the brief period of time in which they are speeding like a bolt toward their victims.

"The Gloucester did defeat the two destroyers at Santiago, but it was under peculiar circumstances. As they came out of the harbor they were fairly swamped by a rain of shell and small shot from the other ships, and besides, they were not protected, but had to make their way toward the foe in an open sea. It would have been a miracle if they had ever got within striking distance of any of our ships.

No Protection at Manila.

"The same thing is true of the torpedo boats that attempted to attack Dewey in Manila Bay. They could not have protection of any kind and made a bold dash in the open sea at the Olympia. It was in both cases a tempting of Providence and an act of mere bravado or desperation. No careful fighter would have risked these boats in that way, except in such terrible straits that it might be better to go down facing the foe than to surrender or sink his own vessels.

"Great injustice has been done these boats. Although known not to be shotproof, they have been run into heavy fire. The only result of the war, so far as the torpedo boat and the torpedo boat destroyer are concerned, is that we have not yet learned to fight these vessels properly. With all their defensive power sacrificed to speed and the handling of explosives, they had a right to be protected while being advanced to attack. Instead of this, they were pushed forward, fully exposed, to meet certain ruin.

"The lessons we should have learned are: First, that the torpedo boats should never be used for making reconnoitres, as we used the Winslow in Cardenas Harbor; and second, that, when taken into action with battleships to attack battleships and cruisers of the enemy, they should be kept under the shelter of the big ships. One could go behind each of the great vessels until the proper time came and the proper distance was reached for a dash at the foe. They should then rush out from behind the battleship, make a dash for the enemy, discharge their explosives, and return to cover at once. This protection of the weak by the strong was resorted to successfully by Admiral Farragut in his passage of the batteries of Mobile Bay, Aug. 5, 1864. It is the only principle of fighting these small unprotected craft, which must yet be got to close quarters before they can deliver their blow.

Battleships the Main Reliance.

"I agree with Commodore Hichborn in the statement that the big battleship must still be the main reliance in battle, and that we shall evolve ships that will be greater Oregons, with more speed, greater radius, and greater fighting power; but the torpedo boat and the destroyer will, I believe, remain as a permanent feature of modern sea fighting. The use of explosives is one of the most striking characteristics of warfare as conducted in the present day. We employed dynamite guns in the field in Cuba; we are using, with fairly good results, a dynamite cruiser, and we are experimenting with boats that will steam under the waves for the sole purpose of exploding torpedoes under battleships.

"I consider the torpedo boat as a step in this line of development. Its small size, its great speed, its inconspicuousness, should serve to make it a terrible instrument of destruction. It is admittedly so, provided it can get within range, and it is the duty of the Admiral to protect it so with his large boats as to permit it to come up under cover and deliver its fearful thunder right against the side of the great battleships. In the midst of a hotly contested battle, I believe it would be a comparatively easy thing for torpedo boats to rush up to the big men-of-war unnoticed until too late to stop them.

Additions to European Navies.

"I notice that in the navies of Europe they are not only building more torpedo craft—both the torpedo boat and the destroyer—but they are now building a destroyer of the destroyer. This shows how much feared these boats are. It also shows that the development is along lines of speed, connected with destructive power. But we cannot have great speed coupled with great defensive or destructive power; hence we must have the speed of the torpedo boat for launching great instruments of destruction like torpedoes. In battle and under cover of darkness the torpedo boat would be able to inflict the most terrible damage upon a fleet. Of course, we cannot fight them against battleships in open sea. To do so means that they will be destroyed, as at Manila and Santiago, under a storm of shot and shell from the rapid-fire guns.

"I fancy, too, that had Americans or Japanese or Englishmen been in the Pluton and Furor, and watched their opportunity for mischief, and been bold enough then to carry out their purposes, we should have a different story to write about the result. The Spaniards have never had a victory on the sea."

The American Navy of the future, if the ideas that now prevail in the Navy Department remain in the ascendant, will have an abundance of these small craft. The result at Santiago has not yet destroyed the confidence that naval experts repose in these wasps of the ocean.

NORTH PLAINFIELD'S SKUNKS.

A Pennsylvania Farmer's Son Offers to Annihilate the Animals at a Dollar a Head.

PLAINFIELD, N. J., Sept. 18.—Mayor Wilson of North Planfield, who has been lying awake nights of late trying to devise some scheme whereby the borough could be rid of the skunks that have infested the place since John Underhill, a Washingtonville farmer, abandoned his skunk farm a few weeks ago to go to the Klondike, has at last found what he thinks will be a solution of the problem. Wallace B. Duff of Bristol, Penn., who lays claim to being the expert skunk annihilator of the Keystone State, has written the following letter to Mayor Wilson:

> Bristol, Penn., Sept. 15, 1898.
>
> Dear Sir: I was reading a piece in the paper about your polecats and how it was that the pesky varments were a bothering yer town. Me and my father hev had many a tussle with them animuls, and I think Ime the man you want to get them out a yourne town. I thoaght I would write to you and see what you would give me apiece to get them out of the way. What will you give me to do it? Will you pay me by the peace or by the whole lot? Please let me know if they come out by the day or the night, and also if they stay together or ar schatered. This is not the first time for me to ketch skunks, because we had them under our cowbarn last Winter, and one day I killed five of them and caught one little one and took him to the kitchen to raise him for a pet, but then the darn thing went an died. I can take a stick and poke at them, and so anybody can pick them up. I would like to know how far it is from Brulington to Plainfield. If the car fare ain't much and you will give me a dollar a peace to kill the skunks, I'll come down and do the work so'll you say 'tis satisfactory, and don't yor forget it. Yours truly,
>
> WALLACE B. DUFF.

Mayor Wilson will submit Duff's letter to the Common Council at the next meeting, and ask for his appointment as dog catcher in place of "Jim" Frisbee, who says he has only one suit of clothes and won't risk it.

A WIDOW'S TIMELY PLUCK.

Mrs. McGuire in Jersey City Refuse to Vacate a Shanty on Erie Railroad Property.

"Widdy McGuire is a brick," remarked a laborer on the Erie Railroad, in Jersey City, yesterday afternoon, when he was asked where her shanty had been taken to. "She made a foight agin the railroad company, and now she'll hev a hull house to hersilf, begorra!"

A good many squatters have for several years settled in shanties in a street that runs alongside the Erie Railroad, between Tenth and Eleventh Streets, and from the terminus at Pavonia Ferry up to nearly as far as the Bergen Tunnel. Some of these are workmen on the road, and others formerly worked there, but the company never objected to their occupancy.

When the New Jersey Legislature passed a law directing the Erie Railroad Company to elevate its tracks through Jersey City, the company found that it needed the land on which the shanties stood, and gave the squatters a month's notice to move, while it began building the piers for the elevated structure. The squatters were told to move before Sept. 15 or their houses would be razed.

Most of the squatters moved in obedience to the notice, but some determined to stay. Among these were Bridget McGuire, a widow, who had a candy and thread and needle store in her shanty, near Erie Street, and Widow McGovern, who had a shanty near Grove Street, where she sold candy and chewing tobacco.

"Indeed, and I shan't move at all, at all," exclaimed Widow McGuire when served with a notice to quit. "Thank hivins, Oi've lived here goin' on sivin year, an' Oi've as mooch right to me shanty nor the company has to de road."

Mrs. McGuire received several days' grace, but she was determined, and on Friday last a foreman gave her a last warning.

"Oi shtays here. Yez can do yer wursht," was her answer.

A temporary switch and track had been laid alongside the shanties to remove the débris and carry material for building the elevated structure. The foreman went away, remarking, "Well, we'll do our worst." About an hour later he returned with a wrecking car with a large iron crane, and stopped in front of the shanty. Chains that were connected with the crane were put round the shanty.

"Will ye move now?" asked the foreman.

"No, I shan't, bad 'cess to yez," replied the widow, going into the shanty and closing the door. A crowd had gathered, and was cheering Mrs. McGuire.

The funnel of the wrecker gave a few puffs, the chains moved and gently lifted the shanty a couple of inches.

"Murder! Police!" screamed Mrs. McGuire, looking out of a window. "D'ye want to kill a poor widdy?"

"Will ye come out now?" asked the foreman.

"Oi will; don't murder me altogether."

A couple of workmen helped Widow McGuire out of the window. She went directly to the office of Superintendent Lesher, who said he would see what he could do for her. Superintendent Lesher is a kind-hearted man and is popular with the workmen. He went directly to the President of the road and told him that Widow McGuire and Widow McGovern were very poor and deserving women.

"Put Mrs. McGuire's shanty in a safe place," said the President, "and then build a small house for both widows somewhere near there, where they won't be in the way."

Superintendent Lesher returned to Widow McGuire with the cheering news. The widow shed tears of joy. Temporary lodging was furnished for her by the company in a house along the railroad, and her shanty was placed on a vacant lot in Tenth Street.

NEW THEORY OF SUNLIGHT.

Experiments by F. L. Woodward Tend to Show that the Sun Generates Cathode Rays.

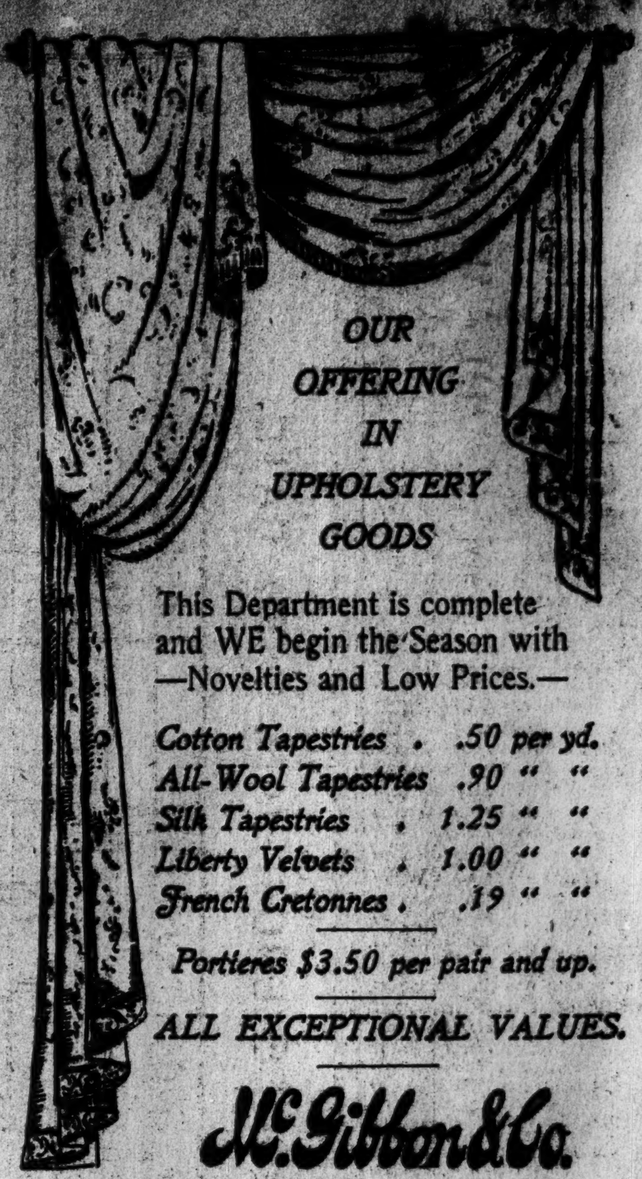
Experiments made recently by Francke L. Woodward, Harvard, '96, and now living in this city, to determine the penetrability of a vacuum by light have led him to conclude that, owing to the presumable vacuum existing between the atmosphere of the earth and that of the sun, the rays generated by the sun must be a form of cathode rays, or we would get no sunlight whatever. The theory is radical, and if confirmed by other experimenters, will set at naught the accepted ideas of the transmission of light through space.

Mr. Woodward conducted his experiments in this city, and used a glass tube, exhausted of air as much as is to-day possible, covered with black paper, in which were cut two circular openings at opposite ends of a diameter to enable the passage of light. A beam of lime light was sent across the tube through these openings. As it left the second opening its intensity was only about one-twentieth of that it had on entering. It was found that the more perfect the vacuum the less was the intensity of the light. It would therefore seem, according to Mr. Woodward, that, granted an actual vacuum were obtainable, no lime light whatever would emerge from the second opening.

Next cathode rays were sent through the tube. They came out of the second opening with almost the same intensity they had on entrance, proving the penetrability of the + ray. Mr. Woodward thinks that this supports Tesla's theory that Roentgen rays consist of a stream of material particles capable of passing through the glass walls of a bulb. When these particles enter the bulb the transmission of light is facilitated. It would follow from this, then, that light can only be transmitted where material particles as well as ether are present.

In regard therefore to the transmission of light from the sun to the earth, Mr. Woodward says it is reasonable to conclude, in view of his experiments, that if, as is supposed, a perfect vacuum exists between the sun and the earth, the rays of light generated by the sun are transformed in traversing this vacuum and our atmosphere.

There are also some astronomical and meteorological phenomena which support the theory of the existence of a cathode stream from the sun. According to the theory of comets, which is now most in favor, tails of comets are due to a cathode stream such as Crookes found to proceed from an obstruction placed in the main cathode stream. The aurora borealis has also been explained by [illegible] on the assumption that it consists of cathode streams in the upper region of the atmosphere, directed and controlled by the earth's magnetism.



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MISS WINNIE DAVIS DEAD

After a Sudden Relapse She Passed Away at Narragansett Pier at Noon Yesterday.

SHE WAS ILL SEVERAL WEEKS

Born in the White House of the Confederacy During the War—She Was Beloved All Over the South.

NARRAGANSETT PIER, R. I., Sept. 18.—Miss Winnie Davis, daughter of Mrs. Jefferson Davis, and so widely known and beloved in the Southern States of the Union as the "Daughter of the Confederacy," died at noon to-day at the Rockingham Hotel, to which place she came as a guest in the early part of the Pier's social season.

She had been ill for several weeks, and a fortnight ago her ailment was diagnosed as malarial gastritis. At times her condition became very serious, so that consultations of physicians were deemed necessary, but frequent rallies gave renewed hope that she would ultimately recover. During the past week especially was her condition considered favorable, and it was thought that her removal from the hotel would be possible in a few days, as the hotel had closed for the season, leaving the patient and attendants practically alone in the house.

Last night, however, a relapse in Miss Davis's condition was noticed, and throughout the night she lost strength quite perceptibly. This morning the physicians said that the end was not far off, and at noon dead came to end the suffering which at times had been intense.

Mrs. Davis had watched unremittingly at her daughter's bedside, and she is bowed with sorrow at the visit of the Reaper. The physicians of Mrs. Davis report she is holding up with great calmness in her affliction, and no fears are at present entertained as to her health succumbing to her strain.

Miss Varina Anne Davis, better known as "Winnie," and always referred to as "The Daughter of the Confederacy," was the favorite child of the late Jefferson Davis, President of the Confederacy, and the idol of the old South which survived as a memory after the surrender at Appomattox. Miss Davis was born in June, 1864, in the "White House of the Confederacy," situated on one of the loftiest hills of Richmond, overlooking the valley of the James River and several of the famed battlefields which marked the incidents that preceded the close of the war between the States—the fall of Richmond. It was amid the environments of war, while the guns were still thundering around the capital of the Confederacy, that Miss Davis was born, and from such thrilling circumstances she received the title which had clung to her ever since, "The Daughter of the Confederacy." While yet little more than an infant she was taken with the other members of the Davis family on that historic flight southward which ended in the capture of Mr. Davis by the Northern forces. All these incidents—incidents which had so much to do with the history of the United States at its most trying period—have conspired to make conspicuously picturesque the life of the young woman whose birth was coincident with the decline of the "storm-cradled nation that fell."

At the age of fifteen, after the days of "reconstruction" had passed, and Mr. Davis had retired to private life at his picturesque Southern home, Beauvoir, near the Gulf, in Mississippi, Miss Davis was sent to a seminary in Carlsruhe, Germany, where she spent several years in the acquirement of a thorough and finished education. On her return she became, and remained until a short time previous to his death, her father's chosen companion and assistant in his correspondence and literary work. The very circumstances of her birth had always made her the idol of her father, and when Mr. Davis was imprisoned in Fort Monroe, directly after the fall of the Confederacy, Mrs. Davis with little "Winnie" had joined him there, and the child was his comfort and joy in the prison room. She was also petted by the officers and their wives at the fort. After her father was liberated the child spent several years with the family in England, and on their return they lived in Memphis, Tenn.

At an unusually early age she showed a taste for reading, and her parents encouraged her literary taste. Her father was particularly proud of her precocity, and was never happier than when reading to her and listening to her wise and neatly put comments.

When she had returned from school abroad she shared with her father his love of horses and out-of-door amusements, and many were the long rides and drives they had as diversion from their studies at Beauvoir. It was not long after her return from Europe that Miss Davis made her début in New Orleans, where she was "Queen of the Carnival" during the Mardi Gras season. Shortly after this she accompanied her father to Atlanta to attend the unveiling of the monument to the late Senator Benjamin H. Hill, and here she was introduced by Gen. John B. Gordon as the "Daughter of the Confederacy."

Miss Davis was twice reported as engaged to be married, but the reports were doubtless born of naught save hasty conclusions likely to be drawn by the public about a young woman so highly esteemed by the public. At any rate, the rumored engagements never materialized. It is probable, however, that there was some ground for the general opinion that she was at one time about to be married.

In later years Miss Davis devoted much time to writing, and several of her productions awakened interest in the literary world. Among her writings are "An Irish Knight of the Nineteenth Century, a Sketch of Robert Emmet"; "The Veiled Doctor," and her last work, published shortly before her death, "A Romance of Summer Seas." She possessed a clear style, a sprightly manner that was almost witty, and a remarkable flow of story telling power. It is probable that a much broader and more enduring fame awaited her maturer work. Dying at this time of life, her memory will be that of the darling of half a nation in arms, then in grief and despair, and finally in renewed hope, but not forgetful of the past.

Miss Davis was not in the general acceptance of the term a "beautiful" woman, but she was distinguished-looking. Her face was Orientally oval and her complexion olive. She had dark-brown hair and large, intellectual, bright eyes, that grew eloquent with expression whenever she discussed a subject in which she was interested. Her voice was of the soft, sweet Southern variety, and was particularly fascinating, as it seemed to have gained a slight French accent during her sojourns abroad. In repose her face was grave and thoughtful, even solemn at times, but when lighted up by a smile it was girlish, vivacious. She was tall and graceful, her figure well rounded, and her carriage stately. Her hands and feet were small, the latter being particularly noticeable by the gracefully arched insteps, all characterizing her as a type of the Southern woman. Her manner was cordial, her nature sincere and generous, and in whatever society she was thrown she won admirers and friends.

MANY VISIT THE NAVY YARD.

Big Crowd Inspects Warships—The Iowa and Oregon May Sail Soon—The Massachusetts Afloat.

Notwithstanding the fact that admittance to the navy yard yesterday was confined entirely to persons having passes, the crowd that surged through the gates throughout the day and overran the war vessels was greater than on any previous Sunday since the war.

An extra guard of marines was stationed at the yard entrance during the afternoon to handle the crowd.

The weather was just sufficiently warm to make pink lemonade sell well, and it was consumed in enormous quantities. The dealers in pictures of the American fleet could change five-dollar-bills with ease before the day was done. There was no special attraction at the yard, and it was rather warm work clambering about over the big battleships, but the outgoing stream of visitors did not begin to flow freely until after 4 o'clock.

Besides those who actually gained admission to the yard large numbers of spectators were taken by water to the vicinity of the big vessels on the excursion steamer Defender, which made regular trips from the battery throughout the afternoon. The Defender was under the management of that old salt Billy Quigley of Battery fame, and the visitors for a slight consideration had opportunities of studying the battleships from the water side.

Gangs of laborers and mechanics were at work in various parts of the yard, but the most important work of the day was the releasing of the Massachusetts from the dry dock. The big battleship was floated out shortly after noon in the presence of an enormous number of interested spectators. The hull and bottom valve systems of the vessel had received a thorough overhauling and repainting. The work of lengthening her smokestacks will be begun to-day. Her place in the dock will be taken by the Indiana this morning. The latter, it is said, is in a worse condition as regards machinery and boilers than any of her sister ships. Her boilers will have to undergo practically an entire retubing.

A large gang of workmen from the Ordnance Department was at work all day yesterday on the Iowa installing the two 4-inch guns on the forward gun deck, which take the place of the two guns which were sprung by excessive firing during the war. There is some talk of replacing four of the 6-pounders on the Iowa's gun deck with 4-inch guns. This work can be accomplished within a week.

The officers of both the Iowa and Oregon are ignorant of the exact date of their departure for the Pacific. The wardroom rumor on the Iowa yesterday was that she would leave the yard Sept. 25. It will be somewhat difficult to get her ready for sea by that time, as various minor alterations and repairs are yet to be made in her. The work of lengthening her smokestacks will commence to-day. Similar work on the Oregon is under way, and it is thought she can be ready for sea within a week.

The navy yard docks will be filled for many days to come. The torpedoboats Talbot and Porter occupy Dock No. 2 at present, and the torpedoboat Rodgers is undergoing repairs in the stone dock. There are twenty vessels at the yard now awaiting their turn.

Tragedy at Pittston, Penn.

WILKESBARRE, Penn., Sept. 18.—George Bartlett shot and killed James Moffit and mortally wounded Warren Richmond at Pittston last night. He was arrested at his home to-day and brought to Wilkesbarre this afternoon. He says he has no recollection of the shooting, and broke down completely when told that Moffit was dead and Richmond not expected to recover. The murderer has five children depending upon him. The murdered man is survived by a widow and three children. Richmond is a single man.

New Organ Used in St. Barbara's.

In St. Barabara's Catholic Church, at Bleecker Street and Central Avenue, Williamsburg, a new $3,000 organ, the gift of Miss Margaret Pope, a member of the choir and of the church, was used last night for the first time during musical vespers.

Aids digestion.

Londonderry

Lithia Water.

Absolutely pure and delightful to the taste.

ROWING ON THE HARLEM

The Oarsmen Are Loath to Surrender Their Aquatic Sport.

ALL OUT BUT THE "METS"

Several Barges Made the Trip to College Point Despite a Choppy Sea —Plans for Next Season.

Harlem River oarsmen, reluctant to give up their favorite pastime, flocked to the boathouses yesterday, and one would have thought the season was at its height instead of at its close, by the number of pleasure and racing craft on the water. Many of the crews who were successful in this year's regattas were seen in the river, while all the clubs had their barges afloat. Several long trips were made by the barges, College Point being the objective of most of them.

Among the clubs which had barges at this resort were the Nonpareil, Union, Lone Star, and Dauntless. All carried their full complements of passengers and many got quite a ducking crossing Long Island Sound, as the stiff breeze kicked up a very choppy sea, which made it very disagreeable for the women passengers.

There is considerable talk among the oarsmen of formally closing the rowing season on the Harlem with a race limited to Harlem River oarsmen, probably for junior single scullers. An old and well-known oarsman on the river has offered to give a gold medal for a race if a satisfactory agreement can be reached as to what will best suit the majority of the oarsmen. From the talk heard at the boat houses yesterday the majority seemed to favor a junior single shell race for the reason that a larger entry list could be obtained for such a race, and that it would encourage junior singles for next year's races.

Mets Not on the River.

The Metropolitan Rowing Club's house was about the only one along the river yesterday that did not show any activity. This was due to the fact that the fire insurance on its house, which was damaged by fire last week, has not yet been adjusted, and as a claim was made for the boats, all of which were more or less damaged, they could not be used. Its next-door neighbor, the Nassau Boat Club, had its fleet of barges overboard early in the day. The eight-oared barge, which made a trip to South Brother Island, was manned by the following crew: Edward Smith, bow; J. C. Rogge, No. 2; William Lord, No. 3; C. M. De La Vergne, No. 4; G. Carr, No. 5; M. Tonk, No. 6; Frank Smith, No. 7; H. N. Cleaver, stroke; L. N. Mackey, coxswain, and G. W. Payn, C. Faulkner, and Mr. Brown, passengers. The four-oared barge made a trip up the river manned by a crew composed of W. R. Cox, bow; M. Brenan, No. 2; L. A. Cleaver, No. 3; V. Cleaver, stroke, and A. Just, coxswain. J. D. Thees and J. D. Thees, Jr., took a six-mile spin in a pair-oared gig, with Howard Weir in the coxswain's seat.

During the afternoon Jack Largan, the professional coach, paid a visit to the Wyanoke Boat Club, and took out in the shell a scrub eight composed of O'Shaughnessy, bow; Flanigan, No. 2; McNery, No. 3; Sullivan, No. 4; Dougherty, No. 5; Shannon, No. 6; Holihan, No. 7; Fowler, stroke, and McTaggerty coxswain. The Wyanokes intend to do some racing next season and train men on rowing machines during the Winter. The club will tender a reception Sept. 24 to several of the members who have recently returned from the Cuban campaign.

The members of the Friendship Boat Club have organized the Friendship Bowling Club, and elected the following officers: R. F. McDowell, President; Charles F. Jarco, Secretary; Robert Dewes, Captain. The club has about fifteen members and bowls every Wednesday night.

The Lone Star Boat Club has completed arrangements for its annual bicycle run to be held on Sunday, Oct. 2. It is expected that a party of about 100 members and friends will wheel to Grant City, S. I., where a clambake will be served. The run will be in charge of Capt. S. G. Stern.

No Regatta for Seawanhakas.

The Seawanhaka Boat Club of Brooklyn has given up the idea of holding a regatta this year. In its place Capt. Robert H. Pelton has arranged a clambake, to be held at the North Beach boathouse Sept. 24. There will be several races, including two single and double gig events.

The members of the Atalanta Boat Club are talking about a senior eight-oared shell crew for 1899, composed of the four which won the Middle States event, and Shape, Rooney, Wishart, and O'Connell. The First Bohemian Boat Club will keep an eight in training all Winter.

Ruddock is building a new single shell for Champion Ten Eyck. He has also received an order for a double shell from the Dunn brothers of Brooklyn, who intend to organize a new rowing club this Winter.

There is considerable rivalry among the members of the Nassau Boat Club for the honor of having made the largest mileage record of the season. At present Blunt heads the list with 531 miles to his credit, Mackay follows with 321, Smith 238, Fraser 215, Houston 148, J. D. Thees, Jr., 129, and Dr. Davis 107½.

WOMAN ACROBAT'S SUICIDE.

Mrs. Frank Fisher Killed Herself After Her Husband's Departure.

Mrs. Frank Fisher, thirty-one years old, killed herself last evening by inhaling gas in her room in the flat house, 345 East Forty-first Street.

For some years Mrs. Fisher and her husband have done an acrobatic turn in the theatres, under the name of Fisher and Crowell. They lived in the Forty-first Street house for seven months, and to all appearances their life was an exceptionally happy one. The husband left yesterday morning to join one of Miner's companies, and Mrs. Fisher was left alone. The woman said nothing to any one in the house, but it was thought strange that the man should go on the road alone, as his wife had always traveled with him.

Shortly after 6 o'clock last evening the janitor of the place, going through the halls, detected the odor of escaping gas. He traced it to the Fisher rooms, and after he had hammered on the door and received no answer, he called in a policeman.

The woman was found apparently dead in bed. Gas flowed from two open burners. An ambulance was summoned, but the surgeon who went with it said the woman had been dead for some time. No one could be found who could give the slightest suggestion of a cause for Mrs. Fisher's act.

NATIONAL UNIVERSITY PROJECT.

Committee of Fifteen Appointed to Consider the Matter.

WINONA, Minn., Sept. 18.—Prof. Charles De Garmo of Cornell University, the retiring President of the National Council of Education, to-day announced the committee of fifteen authorized at the meeting of the council, in Washington, July 7, "to investigate the whole subject of the establishment of a National University and to report to the council at its next meeting."

The project for a National University has been so vigorously pushed of late that the council thought the time had come for an authoritative investigation of the subject and the presentation to the country of a report that would be influential in shaping public and legislative opinion. The committee is not appointed to indorse or to oppose any particular plan for a National University, and will take up the subject in a thoroughly unbiased and scientific manner. The meetings of the committee probably will be held in Washington.

The committee consists of the following: President William R. Harper of the University of Chicago, President William A. Alderman of the University of North Carolina, President James B. Angell of the University of Michigan, Prof. Nicholas Murray Butler of Columbia University, President James H. Canfield of Ohio State University, Dr. J. Murray of Washington, D. C., agent of the Peabody and Slater Funds; Superintendent Newton C. Dougherty of Peoria, Ill.; President Andrew D. S. Draper of the University of Illinois, President Charles W. Eliot of Harvard University, Prof. Edmund James of the University of Chicago, Superintendent William H. Maxwell of New York, Prof. J. Moses of the University of California, President J. G. Schurman of Cornell University, Superintendent F. Louis Soldan of St. Louis, Mo.; President William L. Wilson of Washington and Lee University.

NEWS OF THE RAILROADS.

Spurt in West-Bound Passenger Business Precedes Restoration of Rates.

Railroad ticket agents on lower Broadway have been selling an unusually large number of reduced rate tickets to Western points within the past few days, in addition to those supplied to soldiers. This unusual demand for Western transportation is attributed to the fact that the cut rates which have prevailed during the Canadian Pacific transcontinental rate war will cease on the 25th inst. by mutual agreement of all the roads interested.

By this restoration of rates to the standard basis the fares to points west of St. Paul will be more than double the figures that have prevailed for the last six months. Most of the Broadway ticket agents expect to stop selling the reduced rate tickets on the 24th inst., inasmuch as it is desired to have the increased rates in force on the 25th.

A general desire to take advantage of the few remaining days of low rates has given a decided stimulus to west-bound passenger traffic. A ticket from New York to St. Paul, with a rebate if the holder stops at Chicago, now costs $15. On and after the 25th inst. the fare from New York to St. Paul will be $28.50.

BALTIMORE AND OHIO PLANS.

Measures Considered in Connection with Reorganization—Estimates for Improvements.

CINCINNATI, Sept. 18.—The officials of the Baltimore and Ohio Railway, who were in conference here yesterday and last night continued their conference to-day. Receiver John K. Cowen left to-night for Boston. Receiver Oscar G. Murray, General Manager William Green and others will leave to-morrow on a tour of inspection from here to Columbus, Newark, and Sandusky. From Sandusky they will proceed over the Chicago division.

While the conference here is believed to have been on estimates for betterments of the Southwestern system, it is stated that Receiver Murray will make similar estimates on the Trans-Ohio Division, from Pittsburg and Wheeling to Chicago, to the Reorganization Committee, for the new purchasers. It is stated that the whole Southwestern system soon will be equipped with ninety-pound rails after the grades are changed and other improvements made.

So far most of the improvements under the receivers have been east of the Ohio River, and now the road is to be perfected west of the Ohio, and with double track some of the distance.

The Baltimore and Ohio Southwestern system from Parkersburg through Cincinnati and Louisville, is now in the hands of receivers, but it is understood it is included in the reorganization. The Baltimore and Ohio Southwestern system includes the lines of the old Cincinnati, Baltimore and Washington Railway Company, and of the old Ohio and Mississippi Railway Company. When these roads were purchased six years ago, the Baltimore and Ohio Railway guaranteed the bonds of the Baltimore and Ohio Southwestern Railway, and the Southwestern system is practically operated as a division of the trunk line, the connecting link from Parkersburg to Grafton, being run for the Southwestern connections.

At the conference here it was proposed to put this whole system in the best possible physical condition for fast time to St. Louis, and then to improve the equipment.

In connection with the proposed changes of the new purchasers, it is reported that Receiver Cowen will confer with those managing the holdings of John-Hopkins University, and that when President E. R. Bacon returns to New York to-morrow night he will see interested parties in New York, and after conferring with the Reorganization Committee, go to Europe to confer with English interests.

It is the current report here that Mr. Cowen will be President of the new company, and Mr. Murray Vice President, with Mr. Bacon in the new board.

HORSE BOARDED A STREET CAR.

Wedged Itself Between Two Seats and Smashed Woodwork and Frightened Passengers.

A fine black horse jumped into a Boulevard street car yesterday afternoon at Forty-second Street, scaring the few passengers out of their wits, and causing them to leap from the car while it was in motion. They fortunately escaped other injuries than a few bruises, but the hoofs of the horse played havoc with the woodwork of the car, practically wrecking it.

The horse was one of a team of roadsters which had been driven, attached to a one-seated carriage, by Dr. D. Saladino of 33 Broome Street. With Dr. Saladino were his wife and baby. At Fifth Avenue and Forty-third Street, the horse shied and the whiffletree snapped. The reins fell from Dr. Saladino's hands, while the two horses dragged the carriage and its occupants after them for several hundred yards, until the whiffletree was entirely broken, and the horses left the vehicle behind them.

Just as the horses were freed, they swerved and the carriage tilted over, throwing out Mrs. Saladino and her baby and Dr. Salindo. None of them were hurt, the baby falling on Mrs. Saladino, while in his fall Dr. Saladino broke that of his wife.

The horses continued on a mad gallop, taking a zigzag course, which made it look as if a collision between them and other traffic was unavoidable. At the moment they reached Forty-second Street, an open Boulevard car was passing. It had only six passengers, who all rose up in their seats when they saw the horses making directly for the centre of the car. The speed at which the horses traveled was so great that as soon as one of them struck the side of the car its own weight and impetus forced it on the car, and between two of the seats. On these seats were J. W. Carpenter and his wife, of 460 St. Mark's Avenue, Brooklyn and S. Danton and wife of 226 West Fifty-third Street. The minute before the collision between the horses and the car occurred, these passengers go on the off-side step of the car and jumped off. All fell to the roadway, but escaped with a few bruises. In the front part of the car were two other passengers, Isaac Stiver and wife of 330 East Fifty-eighth Street. Mrs. Stiver screamed and fainted, but she and her husband did not leave the car until it was stopped.

When the driver saw the horse struggling in the car, he put on his brake with all the force possible, but the car went along some yards before it could be brought to a standstill, and in the meantime the horse on the car was kicking in frenzied fashion, smashing the woodwork right and left, and dragging his companion along by the harness which attached them. Patrolman Ross, of the bicycle police contingent, reached the car as soon as it stopped, and while citizens assisted to their feet the fallen passengers, the policeman, with John Cullen of 338 West One Hundred and Thirty-third Street, the driver of the car, tackled the kicking horse.

It was a difficult task. The horses were first separated, and then the horse on the car was pulled out of the car by its bridle. It gave a parting kick as it left the car, smashing a portion of another of the seats. Dr. Saladino and his family went home in another carriage, and the wrecked car was taken to the stables for repair.

ACID THROWN IN BOYS' FACES.

Polish Saloonkeeper Accused of Having Disfigured Two Lads.

ELIZABETH, N. J., Sept. 18.—Felix Chesnovitch, a Polish saloonkeeper, whose place of business is at Broad and First Streets, was arrested last night on a charge of having thrown a cupful of diluted carbolic acid in the faces of a group of boys who were peering under the screen doors of his saloon to see and hear a band of strolling musicians performing in the place. The acid struck Edward Donovan, ten years old, in the face and badly seared it, also injuring, it is feared, both his eyes. Dr. O'Reilly, who was summoned, declared the boy in a critical condition, and said he would be disfigured for life.

Joseph McBride, also ten years old, was burned by some of the acid, but none of it went into his eyes, and, save for the disfigurement, he will not suffer permanent results. The news of the saloonkeeper's act became known about the neighborhood, and a big crowd gathered, threatening to wreck the saloon and take summary vengeance upon its owner.

Policeman O'Loughlin arrived in time to prevent trouble and hurried the saloonkeeper to the police station. Before Police Justice Hetfield this morning the prisoner said only water was thrown and that it was not he who threw it. He was held under $300 bonds.

GOSSIP OF THE [illegible]

Five Days of Racing at Gravesend This Week Promise Good Sport.

THE HORSE SHOW PREMIUMS

Hackneys, as Usual, Have a Large Number of Classes, While the Thoroughbred Classes Are Limited to Three.

Racegoers will have plenty of opportunity this week to pick winners, for there will be racing every day except Friday. There is every promise of excellent contests, with large fields, for the best of the horses of the East and West are quartered around the Long Island tracks, and there is quality as well as quantity to fill up the events. Wednesday's card will be made up of overnight events, and to-day's programme is not much more promising, for the only stake on for decision is the Youthful, for two-year-olds, and that is a selling affair.

The Ocean View Handicap on Saturday, however, promises to bring out an interesting field, for the best of the three-year-olds are entered, and recently the three-year-olds have been showing their best form.

The stake programme for the week is as follows:

To-day.—The Youthful Selling Stakes, for two-year-olds, with $1,000 added; forty-two eligible; five and a half furlongs.

Tuesday.—The Greenfield Selling Stakes, for three-year-olds, with $1,000 added; twenty-eight eligible; three-quarters of a mile.

Thursday.—The Seabreeze Selling Stakes, for three-year-olds, with $1,000 added; twenty-six eligible; one mile.

Saturday.—The Algeria Stakes of $1,000, for two-year-olds which have not won $1,000 up to the date of entry; fifty-five eligible; five furlongs. The Ocean View Handicap, for three-year-olds, with $1,000 added; thirty-two eligible; one mile and a sixteenth.

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It is lucky, perhaps, for the punters that they do not place the same confidence in the form of two-year-olds that they do in the form of horses in the older division, for never was there a season when so many mushroom crack two-year-olds showed up than this. The varying form of the youngsters has upset the calculations of all the old players of form, and the decision that most of the students of form have arrived at is that there is really no very high class animal among the two-year-olds of the year. Neither Jean Beraud nor Black Venus is excepted, for after the first defeat each had a chance to retrieve its former reputation, but instead of making a good showing each went further back than ever in the opinion of even their most ardent admirers.

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The entries for to-day's races at Gravesend are as follows:

FIRST RACE.—For two-year-olds. Five furlongs.

	Pounds.		Pounds.
Himtine	115	Chappaqua	108
Hilee	115	Prestidigitatrice	105
Leando	108	Full Dress	105
Handcuff	108	Grievance	105
Bangor	108	Miriam Claire	105
Ned Wickes	108	Sir Christopher	105
Col. Tenny	108	Rose O'Lee	105
Neuberger	108		

SECOND RACE.—Handicap for three-year-olds and upward. One mile.

Martha II	120	Endeavor	104
Banastar	120	Murillo	102
Handsel	112	Leando	102
Leedsville	115	Winspress	107
Fonsavannah	116	Filament	98
Glorione	114	Kilt	96
Sensational	107		

THIRD RACE.—The Youthful Selling Stakes for two-year-olds. Five and a half furlongs.

Ways and Means	110	Handcuff	100
Yankee Man	105	King Barleycorn	100
Alpen	105	Lady Lindsey	97
Oration	100	Diminutive	97
Mr. Phinizy	100	Helen Thomas	97
Satirist	100	Turvey Drop	93

FOURTH RACE.—For mares of all ages. One mile.

Irish Reel	120	Kenmore Queen	114
Alice Farley	114	Frances Booker	90
Bardella	114	Diminutive	90
Briar Sweet	114	Fast Black	90

FIFTH RACE.—For three-year-olds and upward. One mile and a sixteenth.

Macy	114	Banastar	100
Dr. Catlett	114	Oxnard	100
The Winner	109	Decanter	100
Hanwell	100	Clonsilla	97
Handpress	100	Nosey	97

SIXTH RACE.—For three-year-olds and upward; selling. Three-quarters of a mile.

Lambent	113	Trolley	103
Maceo	110	Blarneystone	101
Imperator	110	Tabouret	101
Tremargo	108	Ortoland	101
Don Blas	108	Campania	100
Tom Collins	108	L'Alouette	98
Momentum	108	Queen of Beauty	98
Hanlon	105	Blissful	98
Fonsavannah	108	Fleeting Gold	98
Kitefoot	108		

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The prize list for the annual show at Madison Square Garden of the National Horse Show Association of America has just been issued, and the owners of show horses for the next few days will be busy selecting suitable classes in which to enter their animals. Thirty-three thousand dollars in premiums will be distributed at the show, which will run from Nov. 14 to 19, inclusive. The following gentlemen have been invited to act as judges of the several classes:

Thoroughbreds.—Milton Young, Lexington, Ky.

Hackneys.—Henry Fairfax, Aldie, Va.; James A. Cochrane, Hillhurst Station, Quebec; Robert Graham, Claremont, Ontario.

Trotters, Pacers, Roadsters, and Road Rigs.—Albert C. Hall, New York; P. P. Johnston, Lexington, Ky.; Samuel H. Rundle, Danbury, Conn.

French Coachers, Pony Stallions, and Brood Mares, Half-Breeds, Ponies in Harness, and Heavy Draught Stallions.—R. W. Rives, New Hamburg, N. Y.

Four-in-hands, Tandems, Carriage and Harness Horses, Horses, Carriages and Appointments, Hansom Cabs and Horses, and Delivery Wagons.—Prescott Lawrence, Newport, R. I.; H. K. Bloodgood, New York; Francis T. Underhill, New York.

Saddle and Police Horses and Ponies Under Saddle.—H. L. de Bussigny, Boston, Mass.

Hunters and Jumpers.—A. Butler Duncan, New York; Richard McCreery, New York; Trumbull Cary, Batavia, N. Y.

Veterinary Inspectors.—Dr. William Sheppard, Sheepshead Bay, L. I.; Dr. Thomas G. Sherwood, New York; Dr. J. E. Ryder, New York.

Superintendent.—Frank T. Clarke, Sheepshead Bay, L. I.

There were only three classes for thoroughbreds this year, although at the last year's show, this breed attracted much attention, even with the poor representatives it had in the ring. The light-harness classes will surely attract a great many speedy, breedy horses, for there are twenty-one classes open to them, including the championship prize of $500 for stallions, the conditions of which are as follows:

Champion Prize, open to all stallions having taken a first prize at any of the association's previous shows, and to the stallions winning first prizes in Classes 5, 6, 7, and 8; these will be post entries, and all horses taking first prizes in these classes may compete for the championship. To be judged by their pedigrees, individuality, producing and show-ring qualities. To be shown in hand or by the side of a saddle horse.

The hackneys will, as usual, have more attention than they deserve, for they will have sixteen classes. French coachers, harness horses, tandems, saddle and driving ponies, saddle horses, hunters, and police horses have also their share of attention.

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Eastern racing men who intend to enter their horses in the Pacific Coast Stakes this year may secure entry blanks from W. C. Vreeland at the Gravesend track. The stakes to be decided at the Fall meeting of the California Jockey Club close on Sept. 26. Fifty thousand dollars was the sum won by Burns & Waterhouse, who headed the list of winning owners at this meeting last year, and in all there will be hung up by the Pacific Coast associations about $500,000. Among the valuable stakes to be decided at the California Jockey Club's meeting are the following:

For Two-Year-Olds.—The California Maiden Stakes, $1,000; six furlongs. The Produce Exchange Stakes, $1,000; six furlongs. The Flirtation (fillies) Stakes, $1,000; six and a half furlongs. The Oakland Prize Stakes, $1,250; one mile.

For Three-Year-Olds.—The Cadmus (Selling) Stakes, $1,250; one mile.

For Three-Year-Olds and Upward.—The Athenian Club Cup (Selling) Stakes, $1,500; two miles and a quarter. The Naglee (Selling) Stakes, $1,250; seven furlongs.

For Two-Year-Olds and Upward.—The Opening Handicap, $1,250; one mile. The Burlingame Stakes, $1,250; one mile. The Baldwin Hotel Handicap, $1,500; one mile.

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There was a number of private donations to the Sass Memorial Fund at Brighton Sept. 9. George H. Engeman gave $500, J. J. McCafferty, $100; C. Fleischmann's Sons, $100 of the purse won by Alpen; T. F. Barrett & Co., $50 from the St. Clair purse, [illegible] Holland the third money, $50, [illegible] Continental.

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[illegible] first day's racing at the Kempton Park September meeting, Sept. 16 [illegible] Lorillard-Beresford Stable's chestnut [illegible] the [illegible], 2, by [illegible] The Sailor Prince-[illegible], won the Waterloo Selling Nursery Handicap, Lady Bony was second, and Star of Hope third. Ten ran.

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Entries have now closed for the Westchester show, to be held at White Plains Sept. 27, 28, 29, 30, and Oct. 1, and the report received from Secretary Maitland is in effect that the show will be larger in number and quality of entries than ever before. Those who have not obtained parking spaces for drags and other vehicles had better apply at once to the office of the association, 10 Wall Street, or they will find themselves left out of the swim. One of the great features of the White Plains show is the gathering of driving parties from all parts of Westchester and towns along the Sound and the Hudson.

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The Racing Calendar of Sept. 15 contains the conditions of the overnight and stake events of the Fall meeting of the Westchester Racing Association, the entries to the stake events having been published in an earlier issue.

BIG CRICKET MATCH THIS WEEK.

New York Team to Meet the English Eleven on Staten Island.

The biggest cricket match of the year, so far as New York is concerned, will be played at Livingston, Staten Island, on Wednesday and Thursday, when P. F. Warner's English team, which has made so splendid a record against the Canadians and Philadelphians, will be opposed by an eleven representing New York.

The game will be played under the auspices of the Staten Island Cricket Club. Preparations have been going on for some days past to get the wicket in order, and if the weather is favorable the Englishmen will have no cause for complaint on this account. The turf at Staten Island is in excellent condition, and some tall scoring may be expected on the part of the visitors.

New York Cricketers in Last Place.

The New York Cricket Club has once more been relegated to last place in the contest for the cricket championship of New York. This was brought about by the game which Staten Island forfeited to Roseville on Saturday last, the latter club advancing to fifth place. The series of games will end next Saturday, when Team A of the New Jersey Athletic Club and Manhattan will play at Prospect Park, and Staten Island and Roseville will meet at Livingston, S. I. The records:

	Played.	Won.	Lost.	Dr'n.	P.C.
New Jersey A. C., Team A	9	7	0	2	1.000
New Jersey A. C., Team B	10	5	2	3	.714
Manhattan	9	3	4	2	.428
Staten Island	9	3	4	2	.428
Roseville	9	2	5	2	.285
New York	10	2	7	1	.222

The New York-Boston Record.

WORCESTER, Mass., Sept. 18.—Mrs. A. M. C. Allen, Worcester's wheelwoman, whose New York-Boston record was lowered a couple of weeks ago by W. F. Taylor of New York City, announced to-day that she would attempt to regain her lost laurels Oct. 3. Mrs. Allen will start from New York City Hall at midnight.

POLICE CAPTAIN MEAKIM DEAD.

Was on the Police Force Twenty-eight Years—Death Due to Cancer.

Capt. William Meakim, for twenty-eight years a member of the New York police force, and for the last three years in command of the Seventh Precinct Station, died at 7:50 o'clock last night of cancer of the stomach, at his home, 19 West One Hundred and Thirtieth Street.

The Captain was one of the best-known members of the force, although little had been heard of him since the Lexow proceedings before which he appeared as a witness, and with which he was more or less connected.

Capt. Meakim was born in Ireland Sept. 14, 1843, and came to this country some years previous to his appointment as a patrolman on the force in 1868. After two years of service Meakim became dissatisfied with the life of a policeman and resigned to go into business. In 1873 he gave up mercantile life, and, forgetting his earlier impulse, succeeded in getting himself reappointed to the force. His rise was comparatively rapid, and in 1878 he became a Sergeant, holding this rank until 1885, when he was appointed a Captain.

He was for many years in command of the old Fourteenth Precinct, and some others, up to the time he was sent to the Seventh. He was once on the staff of Inspector Murray, and was considered a good detective and one of the Inspector's most trusted men. He is survived by his widow and two daughters, one of whom is Mrs. Ella F. Tynan, and the other, the wife of Assistant District Attorney Daniel O'Reilly.

Capt. Meakim had not been in active charge of his precinct since he became ill. Acting Captain Nolly was at first in command, but he gave way recently to Acting Captain Brown.

REV. DR. ECCLESTON RESIGNS.

After Forty Years of Service, Ill Health Obliges Him to Retire.

The Rev. Dr. John C. Eccleston, who for more than forty years has been rector of St. John's Episcopal Church at Clifton, the wealthiest congregation on Staten Island, yesterday presented to his congregation his final resignation. He has been at Asbury Park during the Summer, so the letter of resignation was read at the morning service by the Rev. Sidney H. Treat, who has been filling the pulpit during the doctor's absence. Dr. Eccleston resigns because of his age and ill health. The letter read:

My Dear Friends: On the 6th of May you presented to me a series of resolutions passed by you on the 3d inst., requesting me to reconsider my resignation of the rectorship of St. John's and asking me to let the matter lie over and accept a vacation of eight months, in the hope that there might be such a restoration of my health as would permit me to continue my rectorship.

In the fourth article of the said resolution you say if at the expiration of eight months the condition of my health should be such that I shall desire my resignation to take effect, then it shall do so. Being profoundly impressed by the exhibition of the great esteem and affection of my dear people, as set forth in these joint resolutions, which Bishop Potter has officially called "A model set of resolutions, of which he and the diocese of New York may very well be proud," I accordingly in good faith entered on June 1 upon such a tentative vacation, leaving the result in the hands of God, content to abide His will. Three and a half months of this period have elapsed. With great sorrow I am constrained to say that, while my general health has in some respects improved, I have not gained the physical strength I hoped for. As my physicians hold out no encouraging reason to hope for any decided change in the future, (such as would justify me in resuming, in my seventy-first year, my ministry in your midst,) I feel it my duty for the sake of the church's spiritual interests, as well as the relief of my own mind, to bring the matter to a decision at once, and ask for a release from all official care and responsibility.

I trust you will acquiesce in the wisdom of this step (so painful to me) that I feel constrained to take. By anticipating the full period of the vacation you so kindly granted me, the vestry will be able to proceed to the selection of a new pastor before the Winter sets in.

I request that my final resignation take effect Oct. 1. The Bishop has kindly suggested that the honorary title of rector emeritus might possibly be conferred upon me. If it should be your wish to confer this honor upon me I should be proud to receive it. It would at least be a link uniting me to you, my beloved friends, for whose happiness in both worlds my prayers will never cease to ascend to Almighty God.

In bidding you farewell I have one earnest wish to express. Fifty years ago, when the southern end of this island was sparsely peopled, the residents, members of the various evangelical denominations, met together, and merging their several denominational differences, agreed to become members of this church, with the pledged understanding that the teachings of the said church were to be liberal, evangelical, and catholic in conformity with the ritual and the doctrines of the Book of Common Prayer. St. John's Church, therefore, originated in a compromise. I hope that in the future the same liberal catholic spirit will prevail; that the people of St. John's will ever be found ready and glad to sympathize and co-operate (as far as practicable) with the work of all the churches of Christ on the island, in their warfare against sin and wickedness. "By this shall all men know that ye are My disciples, if ye have love one to another." Faithfully yours in Christ,

JOHN C. ECCLESTON.

Fishing Steamer Broke Down.

The little fishing steamer Surprise, owned by Adam Hemines of Clifton, while returning from the Fishing Banks yesterday afternoon with a New York outing party, broke down off Sandy Hook. She was helpless until taken in tow by a tug, which left the steamer at Clifton and carried the passengers to New York.

ON THE BASEBALL FIELD

New Yorks Show a Reversal of Form and Easily Defeat the Brooklyns.

FIELDED AND BATTED WELL

Brooklyns Show Up Poorly and Are Easily Held in Check by Meekin—A New Fielder Secured.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Boston	84	44	.656
Baltimore	80	46	.635
Cincinnati	80	51	.611
Cleveland	74	58	.563
Chicago	72	59	.550
New York	69	60	.535
Philadelphia	62	61	.504
Pittsburg	65	65	.500
Louisville	57	72	.442
Brooklyn	47	73	.392
Washington	42	87	.326
St. Louis	34	96	.264

Games To-day.

St. Louis in New York.
Pittsburg in Brooklyn, (two games.)
Cleveland in Baltimore.
Louisville in Boston.
Cincinnati in Philadelphia.
Chicago in Washington.

Any one who saw the New Yorks make painful efforts to win at the Polo Grounds last week and who saw them down the Brooklyns in a postponed game at the grounds of the West New York Field Club, in Weehawken, yesterday would not have thought it was the same team. They are certainly a conundrum to some people. Yesterday they played a game that was fast and clean enough to win from the best team of ball players organized, and about 4,000 persons were pleased with the exhibition.

The Brooklyns had out a "mixed" team, and they played like a lot of tired men. There were a few members of the team who did some good playing. Magoon, Hallman, and Lachance did their part of the work cleverly, and Yeager, who took Griffin's place in centre field, performed well. Ryan and Smith gave a ludicrous exhibition. There is some excuse for the latter, as he is not a third baseman, but Ryan's throws to second base were about as wild as the pitches Seymour used to make before he was useful as a pitcher. In the first inning Ryan threw wildly to second base three times.

The locals gathered up grounders of every variety. Davis, Gleason, and Doyle worked together like a perfected piece of machinery. There were five double plays made. Magoon, Hallman, and Lachance completed three of them.

Some Good Batting.

There was some good batting among the locals. Kennedy could not hold them in the early innings. The hitting was clean and timely, too. Meekin held the Brooklyns well in hand, excepting in the third and sixth innings, when they bunched a single and a two-bagger. Hallman's long drive in the ninth inning resulted in a home run because the ball bounded into the crowd.

The New Yorks' infield as it is made up at present is very strong, with the possible exception of third base. Foster, however, is improving with every game, and will soon be fast enough to keep up with Doyle, Gleason, and Davis. Score:

NEW YORK.	R	1B	PO	A	E	BROOKLYN.	R	1B	PO	A	E
Van H'n, cf.	1	1	1	0	0	Yeager, cf.	0	0	5	0	0
Davis, ss.	2	2	4	5	0	Jones, rf.	1	2	0	1	0
Doyle, 1b.	1	2	10	0	0	Smith, 3b.	0	1	0	1	3
Gleason, 2b.	1	1	4	5	0	Hallman, 2b.	1	1	3	3	1
Brady, lf.	1	2	1	0	1	Magoon, ss.	0	0	5	6	1
Seymour, cf.	0	2	1	0	0	La Ch'ce, 1b.	0	0	9	0	0
Foster, 3b.	0	1	1	1	1	Dunn, lf.	0	1	2	0	0
Warner, c.	0	0	5	2	0	Ryan, c.	1	1	3	1	3
Meekin, p.	1	1	0	3	0	Kennedy, p.	0	1	0	2	0
Total	7	12	27	16	2	Total	3	7	27	14	8

New York ... 3 2 1 0 1 0 0 0 0—7
Brooklyn ... 0 0 1 0 0 1 0 0 1—3

Earned runs—New York, 4; Brooklyn, 3. First base by errors—New York, 2; Brooklyn, 2. Left on bases—New York, 4; Brooklyn, 5. Struck out—By Meekin, 3; by Kennedy, 1. Base on balls—Off Meekin, 2; off Kennedy, 1. Three-base hit—Van Haltren. Home run—Hallman. Two-base hits—Davis, Meekin, Smith, Kennedy. Stolen bases—Davis, Doyle, Gleason, Grady, La Chance. Double plays—Magoon, Hallman and La Chance; (2,) Hallman, Magoon and La Chance; Warner and Foster; Gleason, Davis and Doyle. Umpire—Mr. Swartwood. Assistant Umpire—Mr. Warner.

New Yorks Will Try a New Fielder.

A new player will appear at the Polo Grounds probably to-day. This man is Egan, who up to a few days ago played left field for the Utica Club of the New York State League. Egan has quite a reputation as a fielder and batter. Manager Joyce said yesterday that Egan came well recommended and would be put through a thorough trial. He also stated that while he had spoken to Manager Hurst of the St. Louis Club about some players, no special player was talked of. He intimated that Dowd might figure in a deal, and from now on everything will be done to secure a winning team. Regarding Hartman's absence, Joyce admitted that the third baseman was fined for being absent without leave, but didn't seem to be worried over his absence, and said that Foster was covering third base pretty nearly as well as Hartman.

A LESSON OF THE WAR.

President of Dartmouth College Says Americans Have a New Consciousness.

HANOVER, N. H., Sept. 18.—The sermon of President William J. Tucker of Dartmouth, in the college church to-day, with a congregation of Dartmouth undergraduates and students just returning to their books, was upon a topic of National interest. He said among other things: "No war was ever waged of so short a duration, and with so small numbers actually engaged, which produced a like result in the internal life of a people. The supreme outcome of this war is a new consciousness in the American people.

"Whether for good or for ill, we are another people. The war has taught us in unmistakable language the morality of education. The life of a nation may be made to depend upon the character of its education. If the gunnery of our ships had been on a par with that of the Spanish fleet, would any one have had a moment's consideration for the education of our navy? The educational side of the war, as contrasted with its training side, has been a delightful surprise to the American people. The schools have fought this war. I do not think the war will greatly increase the military spirit of the country.

"The reflex wave, as it sweeps back over the land, is carrying with it too many wasted, worn, and dying men to draw again into its return the health and strength of the Nation, certainly not out of any vain passion for glory."

DR. HALE ON THE WAR.

He Outlines Its Lessons to Odd Fellows at Boston.

BOSTON, Sept. 18.—The Sovereign Grand Lodge, Independent Order of Odd Fellows, attended the morning service at the Church of the Disciples to-day and listened to a sermon by the Rev. Edward Everett Hale on "The Universal Brotherhood of Man." After a historical discourse, Dr. Hale said, in conclusion:

"Gentlemen of the Sovereign Grand Lodge: We meet at the end of one of the great wars of the ages. In 100 days God has set forward the civilization of the world 100 years. The lesson of the war is like the last flash of a thunderstorm; the lesson of peace on earth, good will among men. We bear one another's burdens, all for each and each for all. You know the need and the importance of the decisions and discussions which will engage the lodge in the business of these days that are before you, but a greater value belongs to the friendly relations between man and man, and woman and woman, and State and State, which will be exemplified. The sovereign lodge exists as the Church of Christ exists, as every solidarity of union, brotherhood, and sisterhood exists in this world. God helping us, we will work out the answer to the Saviour's prayer, 'That they may be one, as we are.'"

PLAYED FOR RIGHT TO ENTER.

Hungarian Orchestra Made Music for Immigrant Officials to Prove It a Band of Artists.

Through the barred windows of the immigrant quarters, under the eaves of the Barge Office Annex, floated the weird music of Hungary. It chimed in lazily with the still air of the Sabbath morning and caressingly touched the ears of the loungers in Battery Park. Wafted over the glaucous waters of the bay, it reached the steamboat excursionists and the harbor craftsmen, who pricked up their ears and wondered whence came the dulcet tones.

Inside the Barge Office immigrants from many climes listened and were exceedingly pleased, for it was an unlooked for entertainment and gave diversion for the weary hours of detention that were to decide the fate of many of them. The musicians were themselves immigrants, also detained at the behest of other musicians, of whom some may have once been in the same predicament.

The Original Red Hungarian Orchestra came hither on the steamship Palatia last week, under contract to play in a local house of amusement. The Musical Mutual Protective Association objected to the arrival of rivals, putting forth the plea that they were contract laborers. It devolved therefore upon the management of the house employing the Red Band to show that it had engaged artists, entitled to land as artists, and not subject to the provisions of the contract labor law.

The Board of Special Inquiry gave due heed to the contentions of both sides of the controversy, only to find itself in a dilemma. The arguments failed to convince the members of the board, and it was decided that the band should speak for itself in its own eloquent language. The time was fixed for yesterday morning.

An official wag suggested that as the members of the Board of Inquiry were not musical experts, they should have a test to guide them in determining the status of the arriving musicians. The test should provide for the appearance before them—first, of an accepted bona-fide artist who should play for them; second, the appearance of a specimen of the Mutual Protective variety, representing labor in music, and, lastly, the performance of the Reds themselves. Should they do as well as the artists they should be admitted to the country, but should they do no better than the Mutual Protective representative they should be condemned to deportation as common musical laborers.

Well, the concert took place yesterday morning. The Hungarians made their plea without notes and without the assistance of an interpreter. The official ears were beguiled with varied strains and fancy ran riot in conflicting emotions. Official countenances became sentimental and elation gave place to the reflection of legal lore on the face of the learned attorney for the playhouse. For the Musical Mutual Protective Association man music had no charms, and the Red Hungarians themselves were lost, or seemed to be far away, on the wildest bit of their native Hungary, oblivious to their own presence in the rear loft of the Barge Office, Battery, New York, U. S. A., and forgetful of the fact that they were playing for admission to the land of the free.

Suddenly the music stopped; there was a moment of silence; then there was a pulling of itself together by the official board and a recollection of the practical present. The Chairman announced:

"Case postponed till to-morrow morning."

SEEKS MISSING SOLDIERS.

Major Richardson of the National Guard of the Keystone State Is Looking for 16 Pennsylvanians.

Major Richardson of the Third Brigade of the Pennsylvania National Guard is in New York looking for sixteen men missing from the Pennsylvania Volunteers. Their parents and relatives have overwhelmed Gov. Hastings with inquiries, and the Governor purposes making a thorough search, regardless of expense. The men, all Pennsylvania Volunteers, are as follows:

BODINE, Hiram, Co. C, 16th Regiment.
BRUHL, Henry, Co. K, 4th Regiment.
FEATHER, George F., Co. L, 4th Regiment.
FOLK, Fred, Co. H, 16th Regiment.
GANGWERE, C. W., Corporal, Co. M, 4th Reg.
GOAS, Horace, Co. F, 4th Regiment.
HARPEL, George, Co. H, 4th Regiment.
MICHAEL, William, musician, Co. H, 4th Reg.
MILLER, Harry G., Co. E, 4th Regiment.
SASSAMAN, William L., Co. D, 4th Regiment.
SNOW, Earl, Co. I, 4th Regiment.
SPINDLER, Samuel, Corporal, Co. M, 4th Reg.
STEVESON, John G., Co. F, 4th Regiment.
WACHTER, Alois, Co. F, 4th Regiment.
WARG, Herbert A., Co. D, 4th Regiment.
WEAVER, Harry A., Co. I, 4th Regiment.

These men were all supposed to have arrived on the Chester when she came from Puerto Rico, Sept. 6. No trace of them can be found, however, in any of the New York or Philadelphia hospitals nor at Montauk. One John Miller, a Fourth Pennsylvania man, also missing, was discharged from the Hudson Street Hospital a few days ago, and was thought to have gone home, but his whereabouts are not yet determined.

OBLIGATIONS OF THE WAR.

Spain Must Be Kept from the Conquered Islands, Says the Rev. C. L. Thompson.

"God's Hand On Our Country," was the subject of the sermon delivered last night in the Madison Avenue Presbyterian Church by the pastor, the Rev. Charles L. Thompson.

After tracing the indication of God's hand in recent events, he quoted Gladstone as having said at one time, in speaking of the future of this country, "that it was greater and of far more importance than that of any other country in the world." Continuing, the preacher said, in part: "All the wars of our country have shown a Providential guidance. On the war of the Rebellion we entered with great reluctance, but were forced to it by a great moral principle."

He showed how through religious influence and free institutions the Anglo-Saxon race had reached its present power, and speaking of the former influence said: "It is in Calvinism that the modern world strikes its roots, for it was Calvinism that first represented the worth and dignity of man."

In discussing the Spanish-American war the preacher said that he, like all peace-loving people, was sorry when war was declared, but now he recognized the justice of the cause. The hand of God was seen in it, he thought, and with the result the Christian Church had much to do.

"Some things are impossible," he added, "and among them this, that we shall go back to where we were even six months ago. If we should give back any of the West Indian or Philippine Islands to the blighting influence of Spanish rule, we shall ask ourselves, 'Have we done our duty to humanity?' What comes if we finally flinch from our moral duty? The Church of Christ can never shrink from the duty of rescuing these people from the condition of moral darkness. Now is the time for the Church of Jesus Christ to awake to the situation and to meet the new condition which our great destiny as a Nation has forced upon us."

A Boy Will Lose Both Feet.

Rudolph Wiberg, a three-year-old child, was playing in front of his home, 377 Atlantic Avenue, Brooklyn, yesterday, and ran into the street just as Car 428 of the Seventh Avenue line, in charge of Motorman Henry Kelly, came along. The fender caught the boy, but he rolled off and the trucks passed over his feet, crushing them. He was taken to the Long Island College Hospital. It will be necessary to amputate both feet.

AT THE HOTELS.

ASTOR—Sergt. A. B. Cusick, Tenth Ohio Volunteers; T. B. Livingstone, Chicago.

FIFTH AVENUE—Charles Russell, London; Gen. Julius J. Estey, Brattleborough, Vt.

GILSEY—Gen. C. S. Wainwright, United States Army; W. S. Shellenberger, Washington.

HOFFMAN.—William H. Driggs, United States Navy.

IMPERIAL—Scott Hayes, Cleveland; Walter Wainwright, Norfolk.

MANHATTAN.—T. J. Barrett, Worcester; V. Laren Coulon, San Francisco; Adjt. Gen. H. C. Corbin, Washington.

MURRAY HILL—Lieut. A. H. Miller, Twenty-fourth United States Infantry.

PARK AVENUE—Col. C. E. Whitney, Hartford; Col. Scott, Rochester.

WALDORF—Gen. S. S. Sumner, United States Army; John W. Gates, President Illinois Steel Company.

WINDSOR—Thomas E. Logan, Washington; E. A. Hendrickson, St. Paul; P. A. Renaud, New Orleans.

ASTHMA CAN BE CURED.

A noted physician will prove this to sufferers in New York Thursday.

The progress of modern medical science has led to the discovery of successful methods of treatment for most of the maladies once regarded as incurable. Asthma has always been regarded as belonging to this obstinate class, baffling the skill of the greatest physicians. Thousands of sufferers know by their own experience how little if any relief has been afforded them by the methods heretofore employed. Dr. Rudolph Schiffmann, the noted physician, has, after a life-long study of Asthma and kindred diseases, discovered a remedy which not only gives instant relief in the severest cases of Asthma, Hay Fever, and Bronchitis, but has actually cured thousands whose cases had been pronounced incurable. So complete is his confidence in his remedy, that to overcome the skepticism of the public growing out of the failure of other remedies, Dr. Schiffmann requests this paper to announce that all day Thursday, Sept. 22d, he offers a liberal free box of "Schiffmann's Asthma Cure" free of charge to all persons applying at JUNGMANN, 1,020 3d Ave., or the [illegible] HOUSE PHARMACY, cor. Broadway and Barclay St. He believes that an actual test will be the most convincing and in fact the only way to overcome the natural prejudice of thousands of Asthmatics who have heretofore sought relief in vain. Persons living out of town will receive a package free, postpaid, by writing direct to Dr. R. Schiffmann, 315 Rosabel St., St. Paul, Minn., before Sept. 30th, as no free samples can be obtained after that date. Send or apply your name and address plainly written on a post card.

FALL STYLES NOW READY

Young's Hats

NONE BETTER MADE

Broadway, cor. Houston
Broadway, near Dey.
Broadway, near Duane.
Broadway, near 29th St.
Broadway, near 35th St.
371 Fulton St., Br'klyn.

Derbys, $3 & $4.
Silk Hats, $5 & $6.
Alpines, $3 & $3.50

Arrested at Coroner's Request.

Joseph D. Samuelson, a painter of 596 Seventh Avenue, was arrested yesterday by detectives of the Madison Street Station on a warrant issued by Coroner Bausch. The arrest followed the ante-mortem statement of Harris Goldman, twenty-five years old, of 101 Madison Street, who is said to be dying from the effects of a beating received in front of his own door at Samuelson's hands on the night of Sept. 7.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Temple-Pemberton-Cordes Company, Richmond, Va.; T. W. Pemberton, dry goods; 38 Crosby Street; Hotel Manhattan.

Baum & Balz, Cincinnati, Ohio; A. Baum, hats and caps; Hotel Normandie.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.

Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.

Stevens, Charles A., & Brothers, Chicago, Ill.; T. A. Stevens, ribbons, hosiery, gloves; Mrs. P. C. Renaud, millinery; 487 Broadway; Hoffman House.

Stevens, Charles A., & Brothers, Chicago, Ill.; J. B. Mortimer, laces; 487 Broadway; Hotel Albert.

Gage Brothers & Co., Chicago, Ill.; F. Bode, ornaments; C. L. Nelson, flowers and feathers; 621 Broadway; Hoffman House.

Keith, Edson & Co., Chicago, Ill.; S. L. Walker, straw goods and hats; 96 Spring Street; Hoffman House.

Richardson-Roberts-Byrne Dry Goods Company, St. Joseph, Mo.; J. L. Rogers, furnishing goods; 51 Leonard Street; Hotel Gerlach.

Lisner, A., Washington, D. C.; Miss M. Boyle, domestics, silks, dress goods, and velvets; Hotel Metropole.

Lisner, A., Washington, D. C.; E. Blout, stationery; Stuart House.

Kelly & Liebes, San Francisco, Cal.; T. J. Kelly, cloaks and suits; Hotel Vendome.

Loveman, Joseph, & Loeb, Birmingham, Ala.; L. Loeb, notions and fancy goods; 51 Franklin Street; Hotel Vendome.

Heiser, Muhlfelder & Co., Albany, N. Y.; S. A. Heiser, white goods, laces, and hosiery; Hotel Imperial.

Erlich Brothers, Hornellsville, N. Y.; J. Erlich, dry goods; Hotel Imperial.

Hayter & Gunn, Decatur, Texas; J. R. Hayter, dry goods; Hotel Albert.

Killits & Co., Chillicothe, Ohio; M. J. Killits, dry goods; Hotel Albert.

Stambaugh & Haak, Lebanon, Penn.; J. C. Stambaugh, notions; William Haak, furnishing goods; Broadway Central Hotel.

King, E. W., Bristol, Tenn.; dry goods and notions; Broadway Central Hotel.

Taylor, A. S., Atlanta, Ga.; notions and furnishing goods; 45 Lispenard Street; Broadway Central Hotel.

Crump, E., Lynchburg, Va.; dry goods; 45 Lispenard Street; Broadway Central Hotel.

Kane, J. M., Fort Wayne, Ind.; notions; Broadway Central Hotel.

FALL FASHIONS AT O'NEILL'S.

New Styles in Costumes and an Attractive Display of Millinery.

Among the well-stocked departments of O'Neill's dry goods emporium, at Sixth Avenue and Twentieth Street, none is more replete with attractive and up-to-date novelties of fashion and styles than the spacious costume department and the elegantly equipped millinery parlors. In the costume section, in addition to hundreds of designs in the high tailor-finish habits and the dashing tailor-made effects in choice suitings that constitute the foundation for this Fall's woman's wear, are a number of fetching surprises.

Of these, a carriage or walking dress, just in from Paris, adapted to the wear of a young lady, is a very stylish garment in good taste. It is of tan colored poplin cloth, with a silk finish, shirred with tan colored satin ribbon, edged with black velvet. The waist, cut V fashion front and back, is filled in with white chiffon and wheels of cream lace. The cuffs also are of chiffon and lace wheels. With this is worn a very high collar, chiffon and lace, and the skirt is trimmed with a paquan flounce, with two rows of shirred tan satin ribbon, edged with black. A belt of tan satin ribbon, four folds, completes the costume.

Another innovation is modeled after an imported costume, and is an adaptation of the American Uncle Sam style of coat. The skirt is of plaid Bengaline, trimmed with pipings of velvet. The jacket is like a cutaway coat with a white satin vest, the revers of Holland velvet, open front, and long tail effects in back. It is lined entirely with soft Surah silk. The material of the jacket is a soft finish Venetian cloth. The vest is finished with Dresden buttons.

A ladies' ulster, fresh from Paris, on a tall, slender woman has a very swell effect. The material is brown broad cloth, sleeves in the flowing French style. In general shape it is loose in front, and plain, tight-fitting in the back, with a deep flounce. A high Russian collar and wide revers of satin, with applique of velvet, beads, and jet, is trimmed with brown fox fur. The entire garment is lined with Surah silk and finished with large gilt buttons.

A French wrap of the extreme late style is made of French broadcloth, trimmed with applique of cloth and silk braid. It has a vest effect with deep Marie Antoinette collar, trimmed with rows of silk rouching, edged with black. The shape is the new cutaway front with deep points in the back. The garment is lined with rich violet satin.

In the millinery department, one of the latest arrivals is a French importation, a toque for a young lady. It is of green velvet with shirred crown, bands of green and pearl jet, a handsome ornament and a bird of paradise. Another French importation is a walking hat of purple velvet, edged with jet band, one side raised and finished with a handsome feather and ornament. A handsome band of jet follows the rim on both sides. Jet ornaments indent the crown.

An attractive hat for Fall wear is of black velvet, retroussé shirred and faced with white shirred chiffon with a band of jet around the edge. Two large black plumes are finished with black satin bows, and jet band.

A toque, for one of sedate years, is of gray shirred velvet, one side turned up, and set off with a handsome chiffon knot, three plumes, an aigrette, and a rhinestone and steel ornament. Another effect in [illegible] of gray shirred velvet with two large plumes, and a white satin bow stitched [illegible] black, and fastened with a handsome [illegible] ment.—Adv.

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Financial Review and Quotation Supplement.

Readers of The New York Times who may at any time be unable to procure copies of this paper at any news stand, ferryhouse, railroad station, or on any railroad train where newspapers are sold will confer a favor upon the management by sending to this office information of that fact.

BLACK MUST BE DROPPED.

Gov. BLACK is thoroughly beaten, but the managers of the Platt machine are averse to having a fight with him in the convention. BLACK is belligerent and vindictive. PLATT's men are conciliatory. Already the ugly head of compromise lifts itself in the Republican camp. It is seriously proposed that if BLACK will withdraw peaceably and leave a clear field to ROOSEVELT, the Republicans will elect him to the Senate to succeed EDWARD MURPHY in case they get the Legislature. BLACK at present rejects all overtures. But he may be tempted and yield.

For Governor, ROOSEVELT; for United States Senator, BLACK! It won't do, gentlemen. You cannot thus yoke up the clean with the bedaubed and get them both elected. If you want to elect ROOSEVELT, drop BLACK. If BLACK must be vindicated, then make that your main business, cease talking about ROOSEVELT and the war, put your scandal-smirched Governor up for re-election, make places for PAYN and ALDRIDGE on the ticket, and appeal to the people on your clean canal record. The canals forever! BLACK, PAYN, and ALDRIDGE! Thirteen millions more and all for us! That must be your campaign cry and the inscription on your transparencies if it is your purpose to save BLACK's reputation and find him another job.

Col. ROOSEVELT is much respected in this State. The people admire him and trust him. But if he were nominated for Governor with the understanding that BLACK was to go to the Senate, the wrathful voters might rebuke and crush the unnatural coalition at the polls. A strong Democrat at the head of the opposition ticket might be elected and the Legislature have a substantial Democratic majority. The people would like to have ROOSEVELT for their Governor, we have no doubt, but not at the cost of disgrace and a shameful example.

What, reward the head and front of the canal frauds by making him United States Senator? There is in this community too much morality, too deep a sense of justice, too general an understanding of the different deserts of vice and virtue, to permit it. The spectacle of the unworthy steward thus raised up and prosperous would dishonor the State and corrupt its youth. The voters will not have it.

If you don't believe it, Mr. PLATT, try it.

COL. ROOSEVELT'S NOMINATION.

A gentleman connected with the movement for an independent nomination of Col. ROOSEVELT and a full State ticket is reported to have said that Col. ROOSEVELT as an exclusively Republican candidate "would lose 100,000 independent votes." The inference intended to be drawn from this statement was that if Col. ROOSEVELT shall fail to accept the independent nomination he cannot be elected. As an example of political figuring the statement does not inspire confidence. We know of no data on which it could be based with an appearance of [illegible] or even of plausibility. Undoubtedly there are many voters in this State whose party ties lie very loosely. The Democratic State ticket last year received almost exactly the same number of votes that BRYAN received in 1896, and was elected by a plurality of 68,000, while BRYAN lost the State by 268,000, because apparently some 335,000 voters who supported MCKINLEY did not vote. On the other hand, CLEVELAND's vote in [illegible] was 100,000 larger than PARKER's [illegible] year, and his majority was only [illegible] independent [illegible] ble reasoning [illegible] 000 votes will [illegible] year for or against any candidate yet named or likely to be named? [illegible] have a clear [illegible] author of this statement means by "independent votes." If he means those of men who will not support the candidate of the machine in either party, solely because he is the candidate of the machine and without reference to his character, he is wide of his reckoning if he counts on even 10,000, to say nothing of 100,000. There are, we are happy to believe, very few such fools in New York. Such as there are are independent in nothing but their extreme folly. There may be a certain number of them, and in their own eyes they have all the importance and influence of the three tailors of Tooley Street. Unfortunately, they sometimes make rational and effective action in the direction of real independence impracticable, but as representatives of the large number of citizens who perceive the evils of blind partisanship and boss rule they have no standing.

There is some reasonable ground for putting in nomination a general State ticket this year by the opponents of the two big machines. In that way only can a column in the official ballot be secured, so that independent candidates for the Legislature and the judiciary can be voted for by marking the emblem at the top. The present ballot law is an invention of the professional politicians to prevent independent voting, and any lawful method of defeating that trick is justifiable. If we had a ballot in which the names of the candidates for each office were grouped together and every candidate had to be selected and designated by each voter a general State ticket would not be necessary. But if one is necessary to save votes to independent candidates for specific offices, is that any reason why it should be allowed to hinder the election of a sound man for Governor, by whichever party he may be named? The proposition is absurd and stupid. There is nothing narrower or more purblind than the partisanship of non-partisans who can follow such a course. We do not believe that any considerable number of those who, under the organization of the Citizens' Union, made so strong and promising a fight for good government last year can now be so misled.

THE SUGAR ISLANDS.

The movement for annexation to the United States in the British West Indies is without doubt serious. The conference in Barbados on the 5th inst. adopted resolutions explicitly declaring that what the cable called the "abolition of bounties" was the only remedy for the economic depression of the islands. Although loyalty to the British Crown was expressed by the speakers, some of them distinctly said that in default of protection from Great Britain the only course open was an appeal for annexation to the United States. This action has been followed by the more recent agitation in Jamaica.

It is almost out of the question that any favorable action will be taken on the petition of the planters. What the West Indian growers demand is of course not "the abolition of bounties," but an effective offset to the export bounties of the beet-sugar-raising countries of the Continent. They do not undertake to say whether this protection should come in the form of a British duty on beet sugar or in the form of a British bounty on cane sugar grown in British colonies. But it is very unlikely that they will get either. Mr. CHAMBERLAIN's suggestion for countervailing duties was fully discussed and deliberately rejected, and the proposed Parliamentary grant for the relief of the distressed populations of the islands was an undisguised charity which left the chronic sugar question where it was before.

The suggestion of an appeal for annexation to the United States would have been natural in any case. But of course it gains enormously in force from the fact of our annexation of Puerto Rico and the prospect of our provisional and indefinite protectorate over Cuba. Cuba normally grows nearly half of all the sugar made in the American hemisphere, (975,000 tons in 1895 out of 2,100,700.) If Cuban sugar is placed by our tariff upon the same footing with home-grown the sugar industry in the British West Indies will be destroyed unless a like allowance is made to their sugar, and this, the planters judge, can be secured only by annexation. Puerto Rico, of which the products will without doubt and at once be put upon the same basis as those grown in the United States, raises more sugar than any one of the West India islands. The history of our tariff legislation has led the West Indian planters to believe that we shall take steps to limit our supply of sugar to our own possessions. Access to the American market of 75,000,000 sugar eaters on the one hand, against exclusion from it on the other, is a consideration quite sufficient to determine the politics of all the islands of which sugar is the staple.

It has not been pointed out how near our recent acquisitions have come to giving us a monopoly of the cane-sugar fields of the world. The Hawaiian Islands grow half the sugar produced in Polynesia, including Australia. The Philippines, if they are to be included, contribute between a quarter and a third of the product of Asia, being exceeded in amount only by Java. In this hemisphere we have seen that our possession of Cuba and our ownership of Puerto Rico give us the control of more than half the crop. By opening our market to the product of the islands in our possession, on terms more advantageous than we offer to the growers of beet-root in Germany and France, or to the growers of sugar cane in the British and French and Dutch West Indies, we are able to restore the ancient prosperity of our islands. We are able also, and in fact the very preference we show for "our own" sugar will have the effect, to put a new and grievous pressure upon the people of the other islands to be admitted into the "ring fence" of our tariff. The feeling against bounties and subventions and protective devices of all sorts which has prevented the British Government from extending to British sugar planters what those planters think effective assistance does not prevail at Washington at all. In fact, we have seen to our shame that the subordinate business of refining sugar has been able to make its own terms with the Government of the United States, to break the pledges the party in power had given to the people, and to acquire Senators by purchase. The distresses of the sugar refiners were by no means so moving as are those of the sugar planters. We should not be stepping over the line but remaining in the line of our traditional policy if we undertook to protect the industry of sugar growing in the West Indies as soon and in so far as it became an American industry.

It is the certainty that this will be the case, and that "our" islands will be favored by Congress at the expense of the islands which are not ours, which has had such an effect in the British West Indies and especially in Jamaica. A change of nationality is not to these planters a matter of sentiment. It is a matter of life and death. As a matter of sentiment the British planters represented at the Barbados conference would doubtless, as their representatives said, prefer to remain British. But they would rather be prosperous Americans than distressed Britons. A like consideration may be expected to become controlling with the Cubans. If it shall appear that free Cuba means the putting of the Cuban staple at a disadvantage in the American market, while American Cuba means free access to that market, the advocacy of free Cuba is likely to become faint-hearted. It is not to be supposed that the planters of Jamaica and Barbados, or of St. Croix, or of Martinique and Guadeloupe, will endure their own misfortunes more cheerfully from observing that they are not shared by the American sugar islands. Their present Governments may demand "compensations," and we are likely to be in a position to offer compensations. But in any case the action of the British sugar planters seems to indicate the "manifest destiny" of all the sugar-growing West Indies.

AN ENGLISH VIEW OF THE CANAL.

The London Spectator advises the British Government to propose the abrogation of the Clayton-Bulwer Treaty, so far as it relates to the construction of a trans-isthmian canal. It also urges the proposition of a new treaty "by which England and America shall mutually bind themselves to allow no power except the United States of America to make or control any canal across the isthmus, and to declare that if and when the United States shall make such a canal it shall be open on equal terms to the ships of all nations at peace with the United States."

This is at once a generous and a sagacious suggestion. It is not generally known in this country that a treaty with Great Britain is still in existence and in force by which certain very important obligations are defined regarding the construction of a canal between the Atlantic and Pacific Oceans. The purpose of this treaty was in reality to secure the making of such a canal, which even then—1850—was seen to be of great importance for the commerce of the two contracting nations, the greatest trading nations of the world. But the form adopted was a negative one, the two nations agreeing that neither should by itself make a canal nor exercise an exclusive control over any canal made across the isthmus. The Spectator calls attention to the enthusiastic expectations shared by the statesmen of both countries regarding this compact. Lord PALMERSTON spoke of it as the "union of two great powers for the accomplishment of an object of general utility," while our Minister at St. James's, Mr. LAWRENCE, declared that the canal which the compact was intended to assure would "do more to perpetuate peace between Great Britain and the United States and, in fact, the whole world, than any work yet achieved."

The argument of The Spectator is that an interoceanic canal is now imperatively needed by the United States; that it would be of great service to the commerce of the world, and England would be sure to get her full share of its benefits; that there can be no reason for England to oppose it except its strategic value to the United States in a war between the two countries, which should be regarded as a civil war should be—possible, but not to be planned for; and, finally, that the canal would make America a far more potent ally in case her alliance were ever required and secured by England. These things being true, The Spectator declares that it would be far better for the British Government to take the question up now, not waiting for any application from the United States, and propose a new treaty which in itself would be the beginning of the complete friendly understanding now desired by both nations, and an earnest of its solid and durable character.

There is no doubting the force of this general argument. With the acquisition of Hawaii an accomplished fact and with the possession of more extensive and important territory in the Philippines a matter of but a few months, an interoceanic canal has become an absolute necessity to this country. Our Government cannot contemplate with any patience the continuance of conditions that would compel us to reinforce either our Pacific or Atlantic fleet by such voyages as the Oregon was forced to make. Whatever obstacles to the building of a canal practically under our control may be found to exist will have to be removed by one means or another. The more convenient, peaceable, and generally agreeable to all parties concerned those means can be made the better. Whether the proposition come from the United States or from Great Britain this is unquestionably a good time to reach an amicable and thorough understanding.

THE SITUATION IN PARIS.

Although the French Cabinet has decided to appoint a special commission to examine the Dreyfus "dossier," and two Cabinet Ministers have resigned because of this decision, it does not follow that the verdict of the commission will be in favor of a reversal of judgment. Indeed, there are certain significant signs which point to a probable opposite result.

Gen. ZURLINDEN and M. TILLAYE, who gave up their portfolios, it may be because they felt sure that the original Dreyfus verdict would not be repudiated, did not care to have their faith in court-martial procedure questioned for a moment. Gen. ZURLINDEN's action will cover him in all events save a revolution; his brief holding of the War portfolio has enabled him to reiterate his faith in the army and his belief in the guilt of DREYFUS. If he joined the Cabinet for no other reason his work had been simple but effective. M. TILLAYE, the retiring Minister of Public Works, has also a reputation, although a less burdensome one, to sustain. As an unalterable believer in DREYFUS's guilt, as the man who carried on the campaign against M. SCHEURER-KESTNER in the Senate, he could not be expected to face his Senatorial colleagues with any implication that his faith in the Dreyfus court-martial had been shaken. It was necessary at this time that the army should stand aloof a moment—a brief moment—from the Government. MM. ZURLINDEN and TILLAYE contrived the breach, which will presently be spanned by the Special Commission. A month hence, it is not likely that the army will be ungrateful to the Government, its Ministers, its tribunals, its Judges, that have persistently sustained a judicial crime committed by a military court.

The French Parliament will meet about the 15th of next month. There will be interpellations then, which the Government must answer in a manner satisfactory to the Deputies. Will this be possible? When M. CAVAIGNAC, then Minister of War, finished reading his budget of worthless documents before the Chamber on July 7 last, he was vociferously acclaimed and confidence in the Government was voted by a huge majority—572 to 2. The question is how far have the events of the last month impaired the integrity of that vote? May not the Government still hold a working majority without being forced to order a reversal of judgment? Would the army permit the presence of a contingency which could only lead to the disgrace of its chiefs and the utter annihilation of the faith that the French people bear it? The Code d'Instruction Militaire has already been grossly and impudently violated; the violation of the Constitution itself by the army is not unknown in the history of France.

In the meantime the Boulangist and anti-Semitic organs of Paris are showing their readers these grounds for opposing a revision of the case: The fact that Col. HENRY's forgery was posterior to the Dreyfus trial, and that therefore it can have no bearing on the case; that the forgery was simply intended as a substitute to be used so as to avoid the production of secret documents; and that the production of secret documents would involve war with a certain power.

Now it is just possible that the Chamber, which was so hopelessly fooled on July 7, may again be gulled or bullied into accepting these objections, if supported by some sort of evidence. Evidence has been manufactured once and why not again? Now there is so much more at stake than there was on July 7. The isolated delinquency will have become a conspiracy; that is all; and French conspiracies have in the past conducted things on large and complete scales.

PRIZEFIGHTERS ARE COWARDS.

If the story published by one of our esteemed contemporaries in regard to the educational work carried on by Mr. JAMES MCGINNESS of Arietta Street, Tompkinsville, is correct in all its details, Mr. MCGINNESS ought to be locked up in jail and kept there as an enemy to the welfare of the State. The facts, as set forth, may be summed up in the statement that Mr. MCGINNESS is teaching boys of eleven or twelve years of age to be prizefighters, and our contemporary gives an illustration of his labors in an account of the knocking out of THOMAS PERRINE, aged eleven, by JAMES DALY, aged twelve.

Now the plain truth is that Mr. MCGINNESS, who naturally makes his living by selling whisky, is maintaining a Bad Citizen Manufactory, and his work ought to be stopped. These boys, of course, do not realize that they are being handicapped for life, that they are being educated to be the poorest specimens of mankind that it is possible to be. Neither does Mr. MCGINNESS, who undoubtedly regards a prizefighter as a hero. And even our esteemed contemporary writes of the whole business as if it were creditable to all concerned in it. There are many persons who cheer prizefighters and Rough Riders impartially. Yet the poorest of Col. ROOSEVELT's cavalrymen was a better man than the best prizefighter that walks the earth to-day, for the simple reason that he offered his life in the service of humanity, while the prizefighter offers nothing in the service of anything.

How is it possible for people who profess to admire these brutes because of their courage to admire them any longer after the recent war? Where were the prizefighters? At home training for harmless kinetoscope fights with large purses at the end of them, or writing foolish letters to equally foolish newspapers abusing one another. Has any one read of any deed of valor at the front performed by a McCoy or a Corbett or a Fitzsimmons? Not at all. The prizefighters are altogether too much afraid of the things that test real courage to face privation, hardship, or pain, least of all death.

Nearly every one of these fellows is an arrant coward at heart. They are brave to face only the knocking-out process, which according to their own descriptions of it is neither dangerous nor severely painful. But they do not care about facing hunger and thirst and muddy trenches, Mauser bullets, and yellow fever. Men went out to face those things in the service of their country and humanity; but they were bank clerks, lawyers, college boys, clubmen, and common soldiers of the regular army, who wore the honorable livery of Uncle Sam day in and day out for $13 a month and no percentage from any kinetoscope concern.

These prizefighters have often declared it to be their opinion that football was a more degrading and less manly sport than "boxing," as they are pleased to term it. Yet there is hardly a college in the country that did not contribute some of its crack football players to the volunteer army, and the courage that made these men valuable on the gridiron made them heroes in battle. While the football players were saying nothing and doing manly deeds, the prizefighters were at home talking.

The simple substance of this whole matter is that as a type the prizefighter is the most pitiable and contemptible of human creatures. It has generally been conceded that he was not of much value as a citizen, but he has been admired by many as an embodiment of manly courage. The truth is that he is a poltroon of the poorest sort, and the men who drove the pack trains at Santiago, men who never wrote letters declaring that certain other men were not in their class, are better and braver and cleaner specimens of true manhood than any prizefighter that ever lived.

And that's the kind of gospel that ought to be preached to all boys while Mr. JAMES MCGINNESS of Tompkinsville is in jail.

CURRENT NOTES.

A cousin of the assassinated Austrian Empress is a Captain in the Seventh United States Regiment of Immunes, now at Jefferson Barracks, Mo. He is the real thing, too, and was known in the Austrian Court and in the Dutch Army, in which he had held a commission, as Baron William Anton Hubert Waldeck de Villeneuve.

* * *

M. Jules Cambon, the French Ambassador to this country, has been doing the Adirondack country. He has taken in the western end, has had Paul Smith's romances translated to him, and laughed over those quaint stories, and early this week absorbed the grand air, fine scenery, and toothsome fish of Lake George and thereabout.

* * *

Laying out some eighty towns in the West, besides a number in New Jersey, one of which, Blairstown, is named for him, is but a part of the record of the life of John I. Blair, who celebrated his ninety-sixth birthday on Monday. He was at one time a Director of sixteen railroads, most of which he helped to build as a contractor or promoter, and was President and principal owner of three of them.

* * *

As if we had not already trouble enough from destructive worms and bugs for our table delicacies, another plague has come to bother the market gardener. It is the celery web worm, and he is already plying his industry very destructively in the Maryland celery fields, to the disgust and despair of farmers and scientists alike, who have not yet found a way to destroy the worm without helping him to blight the celery.

* * *

Mrs. Elizabeth J. R. Messenger of St. Louis has just retired from active work as a schoolteacher after forty-seven years of unremitting service. In that time she has seen the school system grow from the old-fashioned country school, where all ages of scholars and all branches of learning were taught in one room, to the present graded system. She is a bit in doubt, too, as to whether the old system or the new produces the best results, when she sees the successful men of the city about her whose young ideas she first taught how to shoot.

"A BUSINESS NUISANCE."

To the Editor of The New York Times:

"A Business Nuisance," Friday's editorial, is one of the most commendable productions I have ever read; coming at this time it is impossible to find words that adequately express my appreciation of the value of the ideas expressed. Never since Washington's Farewell have words been sent forth to the American public that had more clearly the true ring of steel and weight of gold than the following language from the concluding paragraph (referring to monetary disturbances:)

"Such a state of things is an unqualified nuisance, and it should be abated. Until it shall be the business men of the country are subjected to a heavy and entirely needless handicap. And it is they and they alone who can abate the nuisance."

These words should be committed to memory by every business man in the United States. The trouble is that the average Eastern business man refuses to discuss the subject, treating it lightly, assuming that the "silver" issue is dead and that prosperity killed it; never was a more serious mistake made. It may not take the direct form of absolute "free silver," but it is and will continue to be that or something worse until the smoldering fires of a desire to get "something for nothing" by and through the medium of Federal legislation is thoroughly stamped out. This can only be accomplished by the united action of our business interests, irrespective of party; whether it be "free silver" or its true foundation an unlimited and irredeemable currency issue of any nature.

The Democrats have a great opportunity, and if they would change that one idea of "legislating value" into some substance, whether "silver or paper," they would be certain to win, but never until they do. This the leaders know, but they hope to wear the subject out and in the meantime secure local victories; this idea may do for the politicians, but never for the business man.

The term business man should include all men who have property or earn a livelihood in any honest way, not merely the "commercial" business man.

The Republican Party has been, and will be, theoretically at least, for sound money, but the nominations at St. Louis and all the combinations since the St. Louis platform was formulated have seemed to be rather an exponent of the "power" of "gold" than the need of fundamental soundness in our financial system. This should change, or thousands who left the Democrats ready to vote for gold will go back and take the chances with the other party, many though they be.

The voters must be educated to the idea that this term "gold basis" is not used as a magic word with which to make rich men richer, but rather that it is a great fundamental principle of sound, just, and honest finance, which to a nation should be as dear and as much cherished as honor by a man or virtue by a woman.

The burning, vital, supreme issue for the American people of to-day is not imperialism or the acquisition of islands and barbarians to lord it over or to increase our commerce by. No! No! A hundredfold more important is the "home" issue, and that is not, Shall this party or that succeed to rule the country, or this or that man occupy this or that office by reason thereof?

Important as they each and all are, the real vital issue is, shall this country, now admittedly on the very "verge of unexampled prosperity," have to face immediately a renewal of the agitation for inflation and repudiation? Shall we spend, as a people and as a Nation, the time from now until the decision of the great Presidential election of 1900 in getting ready and fighting this delusion which turns on the fundamental principle of finance? Who can answer this question? There is but one class who can do so, and they are the business men, and now before the politicians muddy the waters further is the time, right now in the ever-living present, not next year, at the great party conventions. E. D. E.

New York, Sept. 17, 1898.

CARING FOR SICK SOLDIERS

To the Editor of The New York Times:

On the 5th of September the New York Infirmary for Women and Children received its first lot of soldiers from the relief station at Long Island City and since that time they have been sent from "Camp Walworth." As the camp is but a few steps from the infirmary, Miss Gould and her aides sent some of her men, who are seriously ill, to be cared for until they recover. The ward is a large room, on the first floor, containing thirteen beds, and is well adapted for the purpose, opening on the garden, where the men can sit when convalescing. The men appear well contented and greatly appreciate the gifts of delicacies, flowers, and reading matter; but withal, as they regain their strength are eager to start for their homes.

Twenty-one men have been received in all. The ward now contains thirteen, eight having been discharged. All were regulars except three, who belonged to the Eighth Ohio ("President's Own.")

The infirmary is in connection with the Woman's Medical College and under the same Board of Trustees. It has seventy beds in entirety, caring for sick women and children. Among the Trustees are Mr. Robert Olyphant, Miss Julia B. de Forest, Mrs. L. C. Tiffany, Mrs. Henry Villard, Mr. Edwin Tatham, Miss Louisa Pierpont Morgan, Miss Hannah N. Lawrence, and Mr. E. C. Henderson. E.

New York, Sept. 17, 1898.

ONE INDEPENDENT'S POSITION.

To the Editor of The New York Times:

One "Citizens' Union" member, if his signature be genuine, seems to be very mad at what he calls the impudence of Chapman, Klein and Company for their influence in securing the independent nomination of Theodore Roosevelt in advance of the Republican Convention, and threatens to refuse his signature to the nomination certificates when presented. What with this spirit and the newspaper rumors that Mr. Roosevelt will refuse that nomination, we see everything going into the lap of the "devil and archdevil," (Croker and Platt.) If "Citizens' Union" wants them "drowned" by a "tidal wave" he had better do as the present writer thinks ought to be done, namely, organize a vigilance committee and pitch the two men into the Hudson River. Mr. Platt is trying to save his head, and if he can do it without appearing to make any concessions to the independents he is going to do it. There are a good many ways in which Tom Platt can control matters even after putting "Teddy" on the throne, and any one who imagines that the whole cause of good politics in New York State can be won by electing only a good Governor does not know the intricacies of the business. Let another Citizens' Union member therefore (who by the way is willing to sign his name) say what he thinks of the independents' nomination, and what he will do if Mr. Roosevelt shows any reluctance to accept it. This procedure of "Chapman, Klein and Company" is the only one that I shall support, and I was brought up a Republican. If Mr. Roosevelt refuses the independent nomination, I, for one, shall not vote for him, because it will show his entire willingness to subordinate himself to the boss and machine. I hope that the same conviction dominates the majority of the independents. I wish to be practical, too, but the best and only way, quite often, to be practical is to stand up for your principle, as did the abolitionists, and wait until men like "Citizens' Union" can learn wisdom. To take men and politicians, according to his advice, "as they are and not as we wish them to be" is to confine our choice to Platt and Croker.

JAMES H. HYSLOP.

New York, Sept. 17, 1898.

Photographic Records of the War.

To the Editor of The New York Times:

Permit me to call attention to what seems to be a remarkable failure in the photographic records of the recent Santiago campaign. The illustrated weeklies and other periodicals have done superbly in their general treatment of the war, especially in obtaining snap shots and sketches under fire, and for this reason the omission from the list of large photographs of the following important views is strange, and ought to be explained by publishers. There has not been printed any comprehensive photographic views of the battlefields of San Juan and El Caney. No large view showing the character of the country fought over, the slope of San Juan, where such awful carnage ensued. There has been no close-up photography of the quays, docks, and chief points about the City of Santiago, excepting the flag raising at the cathedral. The panoramic views that could have been taken after the battle, showing what correspondents have so finely described, upon a broad scale are entirely missing. We find no end of fragmentary bits of the battle, but nothing comprehensive at all, and it seems as if the camera people skipped out of Cuba the very day after the surrender, and left the job unfinished. Cannot some of the publishers explain this serious break in the pictorial history of the Santiago battles? H. L. B.

Cincinnati, Sept. 17, 1898.

Silverites Dodging the Issue.

From The Chicago Tribune, (Rep.)

It will be observed that all the fellows who spoke for "silver" at Omaha acted precisely as Bryan did in all his stump speeches and in his book. The Tribune is justified in saying that this is the secret of their devotion to the debased and depreciating metal which the civilized world has rejected in free coinage, as legal tender money, at the deficient ratio of 16 to 1, when its true ratio of value to gold is about 36 or 37 to 1. The silver question will never be argued on its merits or on honest grounds until its free-coinage advocates strike out and cast into the fire their grossly dishonest and swindling purpose of making 16 to 1 apply to the existing eight or ten billions of sales or credit obligations, bonds and chattels, and deposits for which gold value and standard money have been paid. So long as they refuse to do this they prove their willingness to defraud the credit class—whether the obligations which they hold be in the form of notes, bonds, bank deposits, or unpaid contracts for labor—of half the value of their claims, besides unsettling the value of every class of property, from real estate to the products of the farm. This they have studiously evaded from the day Mr. Bryan succeeded in throwing out of the Chicago Convention of 1896 Mr. Hill's proposition for an honest settlement of existing debts in accordance with the terms under which they were contracted. By what right, therefore, can they expect the business or industrial classes, whose prosperity depends upon the use of a currency having a fixed and universally recognized value, to place any confidence in their honesty, much less put their interests at the mercy of such harebrained theorists?

Lack of School Accommodations.

From The Cincinnati Commercial-Tribune.

One accustomed to hear of, or to boast of, the free school system of America, that insures to every child in this free land of liberty and enlightenment an education, will fail to appreciate such a state of affairs in the country's metropolis.

Nor does it appear that this is by any means a new feature of the municipal management of the richest city in this hemisphere—a city that could well afford to keep half a dozen extra schoolhouses ahead of its ever-growing demands. It is a condition that has grown chronic.

It is not an inspiriting condition that denies from 10,000 to 40,000 children public school advantages in the greatest city of the greatest Republic in the world, all because there have not been provided sufficient school buildings to give them desk room. It is, indeed, an exceedingly sad commentary upon the modern methods of municipal government, and one not encouraging in its influence upon enlarged enlightenment contemplated in the public school system.

Training for Naval Cadets.

From The Baltimore Sun.

It has been announced that the French naval cadets are no longer to make their practice cruises on sailing vessels. They are to have a modern steam warship assigned to their use and are to be educated upon it. The reason given for this action is that, as no warships have sails, it is a waste of time to teach the use of sails to young men who are to serve upon vessels which have no sails.

The French Admiralty has arrived at this conclusion at the very time the United States Government is building a sailing ship for the use of our naval cadets. It has heretofore been the practice here for the cadets at Annapolis to make their annual three months' cruise upon a sailing vessel without even auxiliary steam. The working of the ship is done by the cadets. They set the sails, take them in, and, in point of fact, do the work of common sailors. In addition to this three months' work, one day in each week there is practice in the rigging of the ship lying at the academy wharf. Considerable time is also spent in drilling with small sailboats and in a steam warship, the design being to make the cadet a thorough sailor before he leaves the academy. The last two years of the six years' course are spent aboard a modern man-of-war, so that when the young man finally receives his commission as an Ensign he is equally at home on a sailing ship, a cutter, or a modern warship. The inference from the present construction of the practice ship Chesapeake is that this policy is to be continued.

The question is which policy is correct—that of France or that of the United States? Several incidents of the late war may help to decide the question. At the Port of Ponce the American fleet captured a number of Spanish brigantines and schooners. A junior officer from one of the warships was detailed to take command of these vessels and sail them to the United States. It would have been a most embarrassing thing if an officer could not have been found fit for this service. On the contrary, however, there was not an officer in the fleet who was graduated at the academy who was not perfectly competent to work the sailing vessels, command them, and set or reef every sail. There was another incident which illustrated the value of the cadet training. A warship was anchored five or six miles from land. It became necessary to send a sailboat ashore, although there were a stiff breeze and a rough sea. A cadet just from the academy was put in command and found that not one of his crew could sail the boat. But he had no difficulty in doing the work himself, and he brought the boat safely to the landing. Instances showing the importance of being able to command sailing vessels could be multiplied. It seems, therefore, that there is no reason why the United States should follow the example of France in confining the education of naval officers to steam vessels.

A Good Day's Work.

From The Cleveland Leader, (Rep.)

The Republicans of New Hampshire have declared in favor of the gold standard and turned down W. E. Chandler. That was a day's work to be proud of.

NUGGETS.

Catching It in All Directions.

Teacher—And now can any little boy or girl tell me the name of the man who cried because he had no more worlds to conquer?

No response.

"Can't any little boy or girl remember? Try and think. It begins with A."

Shrill voice from back of room: "I know! It's Alger!"—Cleveland Plain Dealer.

Needed Blowing Up Again.

Young Mrs. Torkins was almost in tears when her husband came home.

"What's the matter?" inquired her husband.

"It wasn't my fault, Charley dear, and I do hope it can be mended. That pouter pigeon you brought home—"

"Well?"

"I'm afraid it has swallowed a tack and got a puncture."—Washington Star.

Christening of the Illinois.

From The Chicago Tribune.

The Temperance people vow
  That Illinois' fair ——
Must bathe the warship's prow
  With pure and sparkling ——.

The bluff old sailors think
  'Twere an unlucky ——
To use a thinner drink
  Than regulation ——.

Kentucky people ask
  If 'twouldn't be less ——
To use a full size flask
  Of good old Bourbon ——.

THE SMITHVILLE VOLUNTEER.

Edward Singer in Cleveland Plain Dealer.

That feller there who's sunburnt so? You don't know him, you say.
It's mighty evident, my friend, you jist arrived to-day.
"Corn Stalks," the name he goes by, lives jist up the road a bit.
That bandage roun' his arm? Why, there is where the Mauser hit.
You want to get acquainted? Well, I 'low that he won't keer.
I'm rather proud, myself, to know the Smithville volunteer.

Know him? Sence he wuz a kid—the Smithville folks, you see,
Ain't much on makin' when it comes to makin' history.
O' course they're great on thinkin', an' they wuzn't ary one
But what knowed jist adzactly how the fightin' should be done,
'Cept "Corn Stalk"—he admitted that he didn't know or keer—
P'r'aps that is the reason why he's Smithville's volunteer.

No, didn't come of fightin' stock—his daddy allus took
To coon dogs—when he didn't he wuz baitin' up a hook;
En "Corn Stalk" had a leetle hankerin' fer coon dogs, too;
But it hadn't gone so fur, you see, that it had gone clean thro'.
He jist stepped on the fast express—the one that fetched you here—
En went up en enlisted az the Smithville volunteer.

We kinder smiled about it—we wuz there to see him start.
The idee of him fightin'! Why, there wuzn't ary part
O' fightin' in him—tender hearted cuss ez ever wuz.
One day his folks went hungry fer a Sunday dinner, cuz
He wouldn't kill the chicken—so you see we didn't keer
To lay claim to a hero in the Smithville volunteer.

We had purt nigh fergot him 'till the news got spread aroun'
That there wuz another hero that wuz born right here in town.
No name wuz mentioned, but they said that he wuz tall en slim,
En homely ez a worter dog—we knowed that it wuz him.
En when we heerd his hair wuz red, the fack wuz mighty clear
We knowed ez sure ez blazes twuz the Smithville volunteer.

His arm? It's hangin' loose, you see—he got that the fust day.
Ez I said, a Mauser come along—his arm wuz in the way.
They ordered him to fall back to the rear, but nary fall;
He jist jumped in the fightin' line a-leadin' of 'em all.
They say the fellers kinder stopped their fightin' fur to cheer.
That wuzant bad, you understan', fer Smithville's volunteer.

The smoke wuz all aroun' him up the hills in clouds of blue,
They knowed 'twuz him, cuz they could see his red hair gleamin' thro'.
They seen him fightin' all alone, en that's jist why the air
Along the fightin' line jist rolled with cheers a-ringin' there.
Yes, that's him yer a-looking at—the very same—en we're
A-bustin' out with honor fer the Smithville volunteer.

There wuz a lot o' fellers that fit jist ez brave that day;
The country's loaded with 'em ez I'm mighty proud to say,
It wuzn't much—but "Corn Stalk"—well, we never thought that he
Would start the fellers cheerin'—didn't know him, you kin see.
You want to git acquainted? Well, I 'low that he won't keer,
So come along en shake the han' o' Smithville's volunteer.

THE SHANSI CONCESSION

Most Important Step Ever Taken in the Industrial Development of China.

A VAST BRITISH ENTERPRISE

Syndicate with £6,000,000 Capital Acquires Mining and Railroad Rights Over Territory Embracing 71,000 Square Miles.

WASHINGTON, Sept. 18.—James W. Ragsdale, United States Consul at Tientsin, China, has sent to the State Department a report upon the first concession ever granted by the Imperial Chinese Government to a foreign syndicate, by the terms of which foreigners have the right to open and work mines and to construct and operate railways, and all entirely free from Chinese control other than the payment of a royalty and conformity with the general laws of the empire as applicable to foreigners. Mr. Ragsdale says:

On the 21st day of May, 1898, there were signed, in the presence of the Ministers of the Tsung li Yamen, articles of agreement which ceded to the Pekin Syndicate, Limited, of London, the sole right to open and work the coal and iron deposits of Central and Southern Shansi and the petroleum deposits of the entire province; also, the right to construct and operate all necessary railways to main trunk lines and navigable waters for exporting the mining products.

The signing of this contract marks the most important epoch in the industrial policy of China. The precedent has been established of allowing foreigners, for commercial purposes, to own real estate in the interior of China, open and operate mines, and construct and maintain railways. There have been many so-called mining concessions granted in China, but not one of them is worth the paper upon which it is written. Of the railway concessions, only one—the Belgian syndicate for the Pekin-Hankow Railway—has got beyond the preliminary stage, and in none is the syndicate more than the financial agent of the Chinese. These railway syndicates have no voice in the management and not too much security for their money. As a matter of fact, up to date neither the Belgian syndicate nor any other syndicate has furnished one cent of money.

The following is a synopsis of the articles of agreement between the Pekin syndicate and the Chinese Government:

The syndicate receives the right to open and work coal and iron deposits in certain (named) districts in the Province of Shansi, and the sole right to all petroleum, these rights to exist for sixty years.

Private lands are to be purchased, and on Government lands the syndicate is to pay double the present land tax, or about 50 cents in gold per acre.

Each mine is to have foreign managers and one Chinaman to arrange disputes with natives. All accounts are to be kept by foreign methods, but audited annually by a native of China.

The Chinese Government is to receive 5 per cent. producer's tax on the actual cost of extracting coal, iron, or other material. The syndicate is to receive 6 per cent. interest on the capital of the company, and 10 per cent. shall be set aside as a sinking fund with which to repay the capital. Of the balance net profit the Chinese Government is to receive 25 per cent. and the Pekin syndicate 75 per cent. All future coal or iron mines worked with foreign capital shall pay the 5 per cent. producer's tax.

At the expiration of sixty years all machinery, plant, buildings, mines, railways, &c., revert gratis to the Chinese Government.

The syndicate shall establish a school of civil engineering and mining for about twenty Chinese students.

Chinese may buy shares in the company, (the Imperial Chinese Government has reserved £250,000 worth of shares, for which it pays cash the par value.) When Chinese own 75 per cent. of the shares of any mine they may redeem the balance from the syndicate and operate the mine. Private mines now in operation may continue to work or sell out to the syndicate.

The syndicate has the right to build all necessary roads and bridges, open or deepen canals or rivers, and construct all railways to connect mines with main trunk railways or navigable waters.

The Pekin syndicate is composed of a few men who control immense capital, and who have obtained the most valuable concessions China could make. The preliminary work has been in progress for over two years. The concessions will be worked by the Anglo-Italian syndicate, with a capital of £6,000,000.

The Province of Shansi lies to the west of Chihli. It consists of an interior plateau of 3,000 feet elevation, more or less cut up by rivers. The coal strata are practically horizontal, and at an elevation of about 2,500 feet. They show wherever erosion has cut to a sufficient depth. This anthracite coal vein is unbroken over an area of 13,500 square miles, and its thickness varies from 25 to 50 feet, an average of 40 feet. All of this deposit is within the limits of the concession. There are thousands of native coal mines now in operation, and the coal has been used for probably 3,000 years.

There is probably no coal field known in the world that can compare with this of Shansi, either in quality of quantity of coal or the possibility of cheap production. In addition to the concession in Shansi there was signed on the 21st of June an identical agreement ceding to the Pekin syndicate all of that portion of Honan north of the Yellow River (about 10,000 square miles) and another agreement by the terms of which all of the mountainous part of Honan south of the Yellow River is ceded to the syndicate as soon as work is begun on the Shansi concession. The total area of these concessions is 71,000 square miles, equal to England and Scotland.

ENGLAND TO HAVE FASHODA.

Conciliatory Attitude Assumed by the French Government.

LONDON, Sept. 19.—From Cairo and from an entirely independent source The Daily Mail learns that France has assumed a conciliatory attitude toward Great Britain, and has declared that the expedition of Major Marchand is quite unofficial.

The Sirdar will offer to take Major Marchand to Cairo, and it is probable that the Major will accept, and that Fashoda will be occupied by Egyptian troops.

ADMIRAL MONTOJO SUSPENDED.

He Was Commander of Spain's Squadron at Manila.

MADRID, Sept. 18.—The Supreme Council of War has decided to suspend Admiral Montojo and Major Sostoa, Director of the Cadiz Arsenal.

Admiral Montojo commanded the Spanish squadron which was destroyed by the United States squadron, commanded by Admiral Dewey.

Steamer Abandoned on Fire.

ADEN, Sept. 18.—The British steamer Mount Tabor, Capt. Jameson, from Iloilo for Liverpool, has been abandoned on fire off the Island of Socotra. The British steamer Telena, from Calcutta for Hamburg, landed the crew here. She sustained damage in attempting to tow the burning vessel.

The Mount Tabor was built of iron in Sunderland, England, in 1882, by James Laing, and was owned by Smith & Service of Glasgow. Her dimensions are: Length, 328 feet; beam, 37.8 feet; depth, 27.5 feet. She registered 2,222 tons gross and 1,398 tons net.

Two Mountain Climbers Killed.

CHAMOUNIX, Sept. 18.—An Englishman named Binns and a guide who accompanied him, while making the descent of the Aiguille de Charmoz, fell, and both were killed.

Foreign Guards for Seoul.

YOKOHAMA, Sept. 18.—Advices from Seoul say that nine Americans, nine Englishmen, five Germans, five Frenchmen, and two Russians, who were engaged at Seoul as Imperial Guards, have arrived

ENGLAND WINS IN CRETE.

The Sultan Concedes the Demand for Disarmament, in Compliance with the Ultimatum.

CANDIA, Crete, Sept. 18.—The Sultan has ordered Djevad Pasha, the military commander in Crete, to accede to the demand of the British Admiral, Gerard Henry Noel, for disarmament, thus complying with the whole ultimatum of the Admiral. A British military detachment to-day occupied the entrance to the fort, and it is rumored that the Ottoman troops will be withdrawn and a British force will occupy the town.

Among the prisoners already handed over to Admiral Noel are two who are credited with being ringleaders in the attack on the British camp.

THE ERUPTION OF VESUVIUS.

Formation of Seven New Craters Causes Apprehension.

NAPLES, Sept. 18.—A state of gloomy apprehension prevails among the population regarding the eruption of Vesuvius, which is hourly becoming more active and menacing. Streams of lava are spreading in every direction. The most threatening of these flows through the Vedrino Valley, which is almost filled. The observatory, which originally stood at a height of 610 meters, is now only 27 meters above the sea level, owing to the sinking of the ground.

Seven new craters have formed around the central one, and this has not tended to diminish the fears formerly felt, which were based upon the eruption of stones and scoria, similar to that which occurred in 1872.

BERLIN GOSSIP OF THE DAY.

BERLIN, Sept. 4.—The feverish interest aroused by the peace proposition of the Czar of Russia is already giving place to a high state of excitement called forth by the diplomatic series of political and military episodes in the French capital. Most Germans with whom I have talked shrug their shoulders in a kind of commiserating but contemptuous way, and one officer, commenting on the resignations of Boisdeffre and Pellieux, expressed the conviction that it would be better for humanity if the whole French nation resigned en masse.

As a rule, the whole German press expresses satisfaction at the likelihood of the truth becoming known in the never-ending Dreyfus case, and the out-and-out Semitic papers, like the Berlin Tageblatt, give voice to a feeling of triumph that tardy justice seems likely to be done to their co-religionist. The officer whom I quoted above has just returned from a visit to Paris, where, he asserted, every one in and out of the army was absolutely convinced of Dreyfus's innocence. It is perfectly natural that the Germans should not weep bitter tears on account of the misfortunes which the French have brought upon themselves. It cannot be denied that there is a very general feeling in Germany that the great French nation is losing power and prestige at a very rapid rate, and I do not think much surprise would be evinced here should a state of anarchy ensue in Paris.

As regards the proposition, it is amusing to notice the flounderings of the German press in its attempts to find something really great in this act of the Czar's, although at the same time the leading writers cannot conceal their surprise and annoyance that any other young man than the German Emperor should dare to do something sensational. The Hamburger Nachrichten opines that if Bismarck were alive he would, to be sure, fully appreciate the high-mindedness of the Russian idea, but would hardly regard it as feasible.

The German press is still very bitter toward the Englishman and all his works. The Germans charge the English with systematically endeavoring to sow discord between Germany and the United States. Whether this be true or not I cannot say, but I do know that a number of influential German newspapers, like the ultra-conservative Kreuz-Zeitung, are doing this very thing in regard to England and America. They also naturally seek to make England as unpopular as possible with their own readers. Germans have never forgotten that it was an English steamer that ran down the Elbe, and since then the majority of people here have had half an idea that English seamen are little better than pirates. The Kreuz-Zeitung published a long story the other day about an English steamer, the Thornaby, from West Hartlepool, which lately interfered with the manoeuvres of the German fleet.

The Englishman wished to cross ahead of the warships that were in single column, but did not have speed enough for this purpose. Both ships continued to run along parallel, but at an angle of about 10 degrees toward one another. The English craft kept its way, however, and would, according to the German critic, have inevitably rammed the flagship Bluecher, had her commander not given the word to stop and back, at the same time throwing her helm hard aport, thus compelling the whole German fleet to stop in order to keep the correct distance between the vessels. As the obstinate Englishman ran across the bow of the Bluecher, the searchlight of the latter was thrown upon the former's stern, revealing the offender's name. The inevitable remark, "An Englishman, of course," was unanimously made. It is a matter of wonder how such an insignificant story when spread over the country by the press prejudices the mind of the general reader. We have seen lately in America numerous examples of this, for, although the behavior of Admiral von Diedrichs before Manila may not have been quite correct, the wildly exaggerated versions of his so-called hostile acts as reported to the American press, now turn out to be almost entirely devoid of truth.

It is natural, under the circumstances, that the German press should be surprised, to say the least, at the understanding that seems to have been reached by the German Ambassador and Mr. Balfour. The phrase "Our friends the English" does not come readily from a Teutonic mouth. Nevertheless the more serious journals express their appreciation of the great advantages of a really sincere friendship with Great Britain, which is the more valuable since Germany has begun to expand the sphere of her interests abroad. Great confidence is expressed in the judgment of Count Hatzfeld, who is a diplomat of the Bismarckian school and an eminently practical politician. The salient points of the understanding between the two powers have not yet been made public, but it is supposed that Egypt plays an important rôle.

EDWARD BRECK.

LAKEWOOD HOTEL TO BE SOLD.

LAKEWOOD, N. J., Sept. 18.—The Lakewood Hotel here will be sold under mortgage foreclosure sale Tuesday, Sept. 27. The hotel has never paid dividends, being too large to be run economically, and it was built hurriedly and expensively. The mortgage is held by Marcus Stine of New York and is for $350,000.

Nathan Straus is President of the company owning the hotel, and he and Max Nathan, Treasurer of the company, have given their personal bond for the mortgage. It is thought here that these two gentlemen will buy in the hotel at the sale, and then reorganize the company, as they are now making extensive repairs and improvements in anticipation of the coming season. This is the hotel that was the Tammany headquarters last Winter.

Cession of Delagoa Bay.

BERLIN, Sept. 18.—The Vossiche Zeitung declares that under the Anglo-German agreement Delagoa Bay was ceded to Great Britain commercially and not politically.

CONE'S SUIT AGAINST T. C. PLATT.

Reply to Answer of the U. S. Express Co.'s President Filed at Toledo.

TOLEDO, Ohio, Sept. 18.—Calvin Cone has filed a reply to the answer of Thomas C. Platt, as President of the United States Express Company, in the suit brought by Cone to recover salary due him as general Western agent of the company.

In the answer filed by Mr. Platt it was alleged that Mr. Cone had obtained a contract with the company at a salary of $5,000 a year by the use of threats to expose certain business secrets of the company unless the Directors complied with his request and appointed him to a fictitious position with the salary attachment.

This is denied by Mr. Cone in his reply, and as an answer he asserts that the contract was made for good and lawful consideration, and that he did not threaten to expose any secrets, should there have been any, connected with the company. He denies that President Platt was induced to sign the contract by threats, and that his (Cone's) position was a fictitious one. The office and his services were recognized by the Board of Directors and all the officers of the company, he says. He further asserts that President Platt had full authority to make the appointment, and that his action was with the knowledge and consent of the Directors.

He also says that he was not paid $36,000, as stated by the President's answer, but only $30,000, and asks for a judgment for $24,000, which he claims is the balance due to him for his services.

IN FOREIGN LANDS.

DID THE CZAR GET HIS IDEA OF DISARMAMENT FROM THE LATE JULES SIMON?—M. Mouravieff's note expressing the wishes of Czar Nicholas II. concerning the disarmament of the powers is not the only manifesto that has been uttered by a statesman of Europe on the subject. In 1890 M. Jules Simon wrote to "Pierre Monfalcone" (M. C. Loretz) of the Paris Figaro a letter on disarmament which is wonderfully like M. Mouravieff's document, although it points out that the great drain on Continental resources is the conscription, while the imperial note dwells more on the material armaments, which consume labor and capital. Jules Simon's letter, aside from its similarity to the Russian document, gives a broader interpretation to the question at issue. It was published in Le Figaro of July 6, 1890, and was in part as follows: "The excessive armament to which the victories of Prussia in 1870 have condemned Europe has ruined and overwhelmed with debt all nations, impeded arts and industries, embarrassed all vocations by withdrawing young men for three years for service in the army at the very age when fresh from their lycees they should learn the business and study the profession to which they intend to devote themselves. It has been said that this enforced armament assures us peace. If this be true, it is at such a price that war itself would be less onerous. I absolutely deny that peace results from perpetual preparations for hostilities. On the contrary, I say that when two peoples are armed to the teeth and are face to face with each other the dangers of collision are increased tenfold. * * * No one proposes the absolute disbandment of armies. Regimental organizations might be preserved; there would be an army of peace, the drills could be maintained in a way that is simply needful to teach the business of the soldier, and we could preserve also the idea of military discipline, which is an excellent training. * * * The education should be proportional to the forces of each State; thus the relations of one State to another would not be changed, but there would be given a country like France a thousand million to employ in useful public works, three years of life and growth for each male individual, and the security which would everywhere allow of the revival of industry. * * * This disarmament might be simultaneous. Each Parliament might vote separately for the reduction of its army by one-third on the day that its neighbors reduced theirs in the same proportion. * * * There is often added to this longing for the disbanding of armies a great wish for international arbitration. I associate myself with that aspiration. I do not find the idea of European federation, with railways and telegraphs, more foolish than might have been to a former generation the idea of the federation of the United States in America. But arbitration and disarmament might both be realized separately. I am convinced that one of these reforms would lead us rapidly to the realization of the other."

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TO INCREASE THE DEFENSES OF SWEDEN.—The Commission on Fortifications appointed by the King of Sweden in the Spring of 1897 has made its report and makes the following recommendations: (1) To complete the defenses of Stockholm from the coast at Waxholm and Oscar-Frederiksborg, at an estimated cost of 2,867,300 kroner, (about $750,000.) (2) To complete the fortifications of Karlskrona, (4,900,000 kroner,) of Karlsborg, (1,900,000 kroner,) and of the Island of Gothland, (997,200 kroner.) (3) To erect a fortress at Boden, in Upper Norrland, (8,700,000 kroner.) (4) To fortify the town of Gothenburg from the coast, with the object of preventing the approach of hostile vessels. (5) To build a fortress on the Vasterberget, near Gothenburg, the total expense of fortifying the town being estimated at 1,660,000 kroner. The total outlay for the whole of the projected fortifications is expected to amount to about 21,000,000 kroner, or more than $5,300,000.

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A JAMESON RAID MEMORIAL FOR THE BOERS MADE IN SCOTLAND.—A few months ago an order was received by a Scottish firm of stoneworkers at Aberdeen from the Transvaal Government asking that a colossal granite monument be made for ultimate erection at Pretoria as a national memorial of the repulse of the Jameson raid and a recognition of President Krüger's patriotism and valuable services to the republic. Considerable réticence it appears is observed with regard to the work, as the contractors, it seems, are bound under their agreement not to disclose particulars. However, according to The Aberdeen Journal, the monument is composed of red Peterhead granite, and is inclosed by a substructure of about eighty feet in diameter. Access is obtained to the main structure by four broad flights of steps. The monument is octagonal in shape, thirty-six feet across and the same in height, forming a solid mass of masonry, on the top of which it is believed a statue of the President will be placed.

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ITALY'S GROWING COLONY IN SOUTH AMERICA.—Cavaliere Cerboni of Rome has just written a brochure on Italian emigration, in which some remarkable figures are given concerning the increase of the Italian population in Argentina. The entire inhabitants of the South American republic number, according to the most recent census, 4,045,000; of these over 1,000,000 are said to be of Italian birth or parentage. Of the 600,000 inhabitants of Buenos Ayres, one-third are Italians, and to that nationality belong nearly half of the 15,000 shops or commercial houses in that flourishing city, controlling more than 750,000,000 lire out of the three thousand millions of capital in use. Seven-tenths of the 6,000 factories and workshops established in the capital are the property of Italians, who also own over one hundred millions of lire of the deposits in the principal bank. Italy's trade with the River Plate rose from 21,000,000 lire in 1885 to 56,000,000 in 1897, the latter figure equaling that of France, and the Cavaliere draws special attention to the enormous scope for its development. Horses for the army and sun-dried meat might, for instance, be imported from Argentina, while wine and tobacco should form important items of export from Italy. "To come across a genuine and authentic Italian cigar is a treat to our compatriots in South America," writes the Cavaliere. Fourteen factories for the production of the spurious article have sprung up in Buenos Ayres within the last few years. Some 965,300 Italians landed at that port alone between 1857 and 1897.

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ANTI-SEMITIC MOVEMENT THREATENING IN ALGERIA.—It will be recalled that just prior to the legislative elections in France last Spring M. Drumont paid a flying visit to Algiers to secure for himself the election to the French Chamber. M. Drumont, who is the arch-priest of anti-Semiticism in Paris, making his visit as he did upon the tail of Emile Zola's trial at the Seine Assizes, stirred up considerable anti-Semitic feeling in Algiers, which at the time was roundly denounced by the press of England and of Germany. Just now the anti-Semitic movement in Algeria is assuming alarming proportions. M. Lépine, the Governor General, has been replaced by M. Laferrière, Vice President of the Council of State. When the appointment of the new Governor was announced the anti-Semitic element made itself particularly obnoxious. M. Laferrière, however, has a reputation for great tact, and even M. Rochefort, in his "irreconcilable" sheet, has a good word to say for him. M. Laferrière's first move will be, it is said, to suppress the Jewish Consistories in Algeria. According to French law, often allowed to lapse into a dead letter, no meeting of over twenty-five persons is legal. The great complaint made by the Algerian colonists is that the Jewish Consistories are political and not strictly religious organizations, and that the Jews follow blindly the bidding of their rabbis in all things political, as well as religious. The situation in Algiers is such that it will require the utmost effort and care of M. Laferrière to prevent overt acts on the part of the Gallic element against the Jewish citizens.

Electric Railways in Egypt.

Correspondence Chicago Record.

The electric street-car lines are much patronized by the natives and are now probably the most popular means of locomotion in the City of Cairo. "I believe, though, these lines have only been running for the last two years. The first outlay has already been covered, and they are now run at a great profit. So popular are these cars on public holidays that they are absolutely mobbed by the people, who cling to every available bolt, standing on one another, swarming like bees. These cars can vie with the famous Brooklyn trams for being veritable Juggernauts in the sacrifice of human life. The first week the accidents in the streets of Cairo totaled up to eighty killed. Since then the average has been six or seven weekly. This loss of life is not very remarkable, considering that the majority of Cairenes are either deaf, or blind in one eye, and the tramcars seem to have the road to themselves, for they only stop at their appointed stations."

WHAT IS GOING ON IN SOCIETY.

The return of Summer heat on Saturday changed the social atmosphere of the town, and again yesterday the clubs and fashionable restaurants were comparatively deserted, while every one who could went to the country in search of cooler airs. Of the nearer suburbs, Seabright, Tuxedo, and the Long Island resorts were the most in favor. The afternoon trains and boats of Saturday were crowded with men and women glad to have the chance to again enjoy a taste of Summer pleasures.

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Among recent arrivals from Europe are Mrs. John N. A. Griswold and Miss Lily Hamilton French, who went abroad early in July together and who visited Mrs. Griswold's married daughter, Mrs. Dr. Cross in London. Both ladies have returned much the better for their trip. Mrs. J. Andrews Swan and her mother, Mrs. Parsons, also came to town from Newport on Friday and spent Sunday here. Mrs. Belknap of Washington is spending a few days in town, and will visit her daughter, Mrs. Henry, at the latter's country place near Philadelphia before her return to Washington.

⁂

The uptown hotels, and particularly the Astoria, Holland House, Windsor, and the Marlborough are filled with representative people from the Southern cities, who at this time of the year linger in New York for a few days on their way home from the Summer resorts. The first to arrive of this Southern army is the New Orleans contingent, and this is followed in turn by the Charleston, Savannah, Augusta, and Atlanta companies. Mrs. George Eastwick, formerly Miss Celeste Stauffer, and her sister, Mrs. Preston of New Orleans, are now making their annual Autumn visit here, and Mrs. John F. Dawson, of Charleston, S. C., has been in town for a fortnight. The crowds at the theatres have a large sprinkling of Southerners, who thus see the new stage productions of the season before the majority of New Yorkers. The shops also benefit by this annual visit of the Southern women, who get here an idea of the fashions for the coming Winter and who make many and extensive purchases of gowns and hats before their departure. The leading shops have come to understand this, and make unusual preparations for this early September Southern trade.

⁂

Mr. and Mrs. Frederick W. Vanderbilt are expected in Newport during the next fortnight, but will only stay there a short time before their departure for their country home at Rhinebeck on the Hudson, where their new house is nearing completion. Mr. and Mrs. Vanderbilt went abroad early in July. Mr. and Mrs. Edward R. Wharton will soon close their Newport house and depart for Europe for an indefinite stay. There is little news from Newport this morning, and Sunday was passed there in the usual quiet way.

⁂

The opening of the Autumn coaching season—a new departure for coaching has been for some years confined to the Spring months—will be on Sept. 26, when John R. Townsend will put the coach "Good Times" on the road from the Astoria to Woodmansten Inn, at Westchester. The coach will run daily except Sundays, will be well horsed as usual, and will be driven by Mr. Townsend and Aurel Batonyi. The start will be made at 11 o'clock each morning from the Astoria and the hotel will be reached on return trip at 5 o'clock. Mr. Townsend and Mr. Batonyi have been driving the "Good Times" at Saratoga for the past two months.

⁂

Mr. and Mrs. Hamilton W. Cary have leased a place at Hempstead for the Autumn and Winter, and will be near neighbors of Mr. and Mrs. Oliver Belmont at "Brockholt." Mr. and Mrs. Sydney Smith hope to move into their new house, near Westbury, early in October. The hunting set at Hempstead is looking forward to a very lively Autumn and early Winter, and will have a series of informal dances at the Meadow Brook Clubhouse during October and November.

⁂

The dance at the Morristown Golf Clubhouse on Friday evening was the first of the Autumn dances in the suburbs, and was greatly enjoyed by the golfers and the many people who were attracted to Morristown by the golf tournament. The decorations were flowers and palms, and the floor was in such good condition that dancing was continuous and enjoyable. The reception Committee of women for the tournament acted as patrons of the dance, which was attended by all the prominent members of the Morristown and Madison colonies.

⁂

The second week in October has been chosen as the date for the annual golf tournament at Baltusrol, near Short Hills. It has been arranged to follow the match at Ardsley-on-the-Hudson, which opens the month of October. As usual, the tournament at Baltusrol will conclude with a tea and reception, for which a number of "smart" women have been asked to act as hostesses.

⁂

Active preparations are being made in Westchester for the Fair and Horse Show to be held there next week. Mr. and Mrs. Frederic Allen have returned to their picturesque home at Pelham, and have invited a large house party for that occasion. The Eugene Jones place, at Tarrytown, a historic spot near which the execution of Major André took place, has been leased to Mr. and Mrs. Norman de R. Whitehouse for the Autumn. Mr. Whitehouse's family all live in that neighborhood. Mr. and Mrs. Whitehouse were at the theatres and at a large dinner at the Waldorf-Astoria given in their honor by Mr. and Mrs. J. J. Wysong last week. They were also the guests of Mrs. William Street, at Seabright.

⁂

Mr. and Mrs. Oliver H. P. Belmont will not remain at their country seat, Brockholt, at Hempstead, for more than a few days, as they intend to pass a few weeks at Hot Springs, West Va., where Mr. Belmont every Autumn, after the Newport season, takes a course of the waters. Mrs. Belmont will be joined later by Mrs. Hermann Oelrichs and Mrs. Willie Jay. Mrs. Samuel J. Colgate is on a flying visit to this country. She is at present visiting her mother, Mrs. Samuel Smith at Ballston Spa, where is the homestead of the Smith family. Mrs. Colgate will be in London for the commencement of the Winter, and it is understood that she will live abroad permanently. Anson Phelps Stokes has returned from abroad, and has joined his family at their country seat at Lenox, Shadowbrook, where they will remain until late in the Autumn. Shadowbrook is possibly the largest country house in the United States, and Mr. and Mrs. Stokes always entertain mammoth parties throughout the Lenox season. On more than one occasion there have been as many as 100 guests at dinner, and at least half that number stopping in the house.

⁂

Mr. and Mrs. George Vanderbilt were in the city last week, en route for Biltmore, Mr. Vanderbilt's château, near Asheville, N. C. There they will remain until after Christmas, but it is understood that they will take several flying trips to the city, and that they will be here when the opera opens. A large house party will be entertained at Biltmore during the Christmas holidays. Mr. and Mrs. Almeric Paget have closed their Bar Harbor house, which was formerly the property of George Vanderbilt. Mr. and Mrs. Harry Payne Whitney will remain at Newport for the present, as will also Mr. and Mrs. Cornelius Vanderbilt. Mr. and Mrs. Cornelius Vanderbilt, Jr., will soon return to town. Col. and Mrs. John Jacob Astor, who came down from Newport last week on the Nourmahal, brought with them Mrs. Adolf Ladenburg, who has left Newport for the season, and who has been in town. Mrs. Astor, Sr., gave a young people's dinner on Saturday evening at Newport, and her dinner already announced for next Saturday, will be for the married set.

⁂

The foundations for two new cottages of palace proportions, will be laid this week at Newport. McKim, Mead & White will be the architects of one, the Hermann Oelrichs place, which is to be completed by early Spring. The site is the Rose cottage, occupied by the Oelrichs for several seasons. The other is the new Colonial villa to be built by Mr. and Mrs. Starr Miller. This will be situated next to the famous Crossways, the new home of Mr. and Mrs. Stuyvesant Fish. Whitney Warren, the brother of Mrs. Starr Miller, and of Mrs. Robert Goelet, will be the architect of this house, which will be one of the handsomest at Newport. Mrs. Stuyvesant Fish comes this week to the city to superintend the decorations of her new mansion at Madison Avenue and Seventy-eighth Street. The furniture, which has been all made in France, together with many rare antiques, is expected to arrive in this city from Havre and Germany this week. The house will be ready for occupancy by Oct. 1.

⁂

The death of Dr. John Hall in Ireland was not a surprise to the friends of himself and his family and to the members of his congregation. Dr. Hall has been in failing health for some years, and declined perceptibly since the unsuccessful move made to have him resign his pastorship. He was for many years a power in New York, and his influence was not only strong among the wealthy Presbyterians to whom he especially ministered, but in other circles as well. His personality and eloquence brought many men and women of other creeds and beliefs to his church. Mrs. Moses Taylor, who was an Episcopalian, was one of the most notable of these admirers of Dr. Hall. Dr. Hall's children have become prominent in various ways in New York. His eldest son, Robert, is a college professor; his second son, Bolton, who married Miss Susie Scott, is a leader in the single tax and other economic movements, and his third son, the Rev. Thomas Hall, is a noted Presbyterian divine in Chicago. His daughter married Mr. Irwin of this city.

⁂

Andrew Carnegie has recently purchased the estate known as Skibo, in Sutherland, Scotland. The estate comprises 19,448 acres, and the castle is a fine mansion situated near the Dornock Firth. The shooting and fishing render the property one of the finest sporting estates in Scotland.

⁂

Late letters from Paris intimate that Gen. Horace Porter, United States Ambassador to France, will be offered the London Ambassadorship, to succeed Col. John Hay, and that in the event of his acceptance, which is considered likely, Gen. William Draper, formerly United States Minister to Italy, will succeed to the French Ambassadorship. This would give Paris a very charming hostess in Mrs. Draper, who is a handsome woman, with good conversational powers, and who was widely entertained at Newport two years ago.

⁂

At the recent Sandown races, near London, some unusually handsome gowns were worn. The heat was terrific, but the grandes dames present did not seem to mind it. Lady Norreys wore a gown of a peculiar shade of rose pink, with a white blouse of tiny plaits all down the front. Her hat was of bright-colored straw, turned up in front, with deeper colored roses. Lady De Trafford was in pale pink and white, with a large shade hat, trimmed with white ostrich feathers and pink roses, and Miss Eva Moore wore a white serge skirt with a blouse of pale mauve, striped with black. Mrs. Chinnery, one of the London beauties, wore a simple but effective dress of white muslin over some light-colored material, with a white shade hat.

SOCIAL NOTES FROM NEWPORT.

Dinner Parties Are Numerous Despite the Lateness of the Season—Bluejackets Entertained.

NEWPORT, Sept. 18.—Egerton L. Winthrop entertained at dinner this evening.

The Right Rev. Bishop Potter, who was slightly indisposed Saturday, was unable to officiate at Trinity Church to-day.

Congressman Capron is the guest of Congressman Bull.

Miss Jessie Sloane, daughter of Mr. and Mrs. Henry T. Sloane, has nearly recovered from her recent illness.

Mrs. F. O. French entertained at dinner this evening.

Mrs. I. Townsend Burden will entertain at dinner to-morrow evening in honor of Vicomte George d'Avenel of Paris.

Dinners were given this evening by Mrs. Pembrooke Jones, Mrs. Charles Astor Bristed, and Mrs. Thomas Hitchcock.

It is reported that the Scott villa, on Bellevue Avenue, has been rented for next season.

Mr. William R. Travers entertained at the golf club at luncheon this afternoon.

Mr. and Mrs. Edward R. Wharton are going abroad soon.

Mrs. Astor has cards issued for a dinner at Beechwood for next Saturday evening.

Major Gen. Corbin has returned to Washington.

Mr. August Belmont has returned from Europe.

To-morrow the bluejackets of the warships will be entertained at Island Park with a clambake and vaudeville show.

GEN. SHAFTER DETAINED BY FOG.

Unable to Attend a Reception in His Honor at Newport.

NEWPORT, Sept. 18.—Major Gen. Shafter was to be the guest of ex-Senator and Mrs. Brice to-day, but a heavy fog set in on the Sound and Gen. Shafter telegraphed Mr. Brice that it would be impossible for him to reach Newport from Montauk Point.

A large reception had been planned for the General, to be followed by a luncheon. The luncheon was given in spite of Gen. Shafter's absence.

The guests included Mrs. William Earle Dodge, James V. Parker, Perry Belmont, T. Sanford Beatty, Mr. and Mrs. I. Townsend Burden, Miss Davis, Miss Hoffman, Jesse Bronson, Stephen Bonsal, Miss Julia Dent Grant, Honore Palmer, H. P. Rogers, E. Rollins, Mrs. Julia Ward Howe, Mr. and Mrs. Morse, Mrs. Astor, and Col. and Mrs. John Jacob Astor.

Thomas Nevins Buys Holly Hall.

ORANGE, N. J., Sept. 18.—Thomas Nevins, the wealthy Orange contractor, who figured conspicuously in the recent sale of the Newark Gas Company, has bought Holly Hall, the residence of the late Gardner R. Colby, in Harrison Street, East Orange, one of the handsomest places in the Oranges, as a home for his son, Thomas A. Nevins. Young Mr. Nevins is to remain in this country to look out for the gas and other American interests. Mr. Nevins the elder will return to Ireland and spend the remainder of his life at his castle near Dublin.

Queer Prank of Lightning.

From The Baltimore Sun.

A most remarkable freak by lightning is reported from Hutton, Garrett County. Mrs. Isaac Smith was standing in the back door of her house feeding a lump of sugar to a pet colt. Just as the colt's nose came in contact with Mrs. Smith's hand a bolt of lightning struck an oak tree, ran down to a wire clothesline, from it to a post within an inch of the colt's side, through the colt into Mrs. Smith's body, into the wall of the house, and out by the way of a stovepipe. The clothesline was melted, the colt was killed, Mrs. Smith was almost stripped of her clothing, a material full of bric-a-brac was demolished, and the stove broken in several pieces. Strange to say, Mrs. Smith was only slightly shocked.

NEW PUBLICATIONS. NEW PUBLICATIONS.

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AUSTRIAN CONSUL KILLED.

Chevalier M. Proskowitz Crushed by the Cars at Fort Wayne, Ind.

FORT WAYNE, Ind., Sept. 18.—Chevalier M. Proskowitz, Acting Consul of Austria-Hungary at Chicago, lost his life in Fort Wayne to-night while en route to New York.

He was a passenger on the Pennsylvania limited. At 9:20 o'clock the dining car was cut off at the station. The Consul was restless and was walking through the train. He did not notice that the dining car had been cut off and stumbled headlong just as the baggage car was being pushed back on the train and was ground under the wheels.

He was taken to the St. Joseph Hospital in an ambulance, and died an hour later.

INJURED MAN CALLED DRUNK.

John Hayes Said to be Dying in the Alcoholic Ward at Bellevue Hospital.

John Hayes, a boss plumber, twenty-five years old, of 153 East Twenty-third Street, was taken to Bellevue Hospital by an ambulance from New York Hospital late Saturday night. He had been found at Twenty-third Street and Madison Avenue, and said he felt as though he were paralyzed.

Ambulance Surgeon Downs, who took him to the hospital, it is said, remarked as he delivered his patient, "He says he's paralyzed; I guess he is—paralyzed drunk." The man was put in the alcoholic ward. All during the night, and yesterday, he insisted to the attendants that he felt strange and that he had not been drinking enough to feel that way.

At midnight last night, more than twenty-four hours after Hayes had been brought in, he became suddenly worse, and Dr. Armstrong made a careful examination of him. He found that the man's spine was fractured, and that he was dying. Hayes was questioned again, and said he had been knocked down by a man named Michael Sullivan in Madison Square Park shortly before he was removed to the hospital.

He said he had told the New York Hospital doctor, but that the doctor had laughed at him and said he was merely drunk. A Coroner was called to take the man's statement, and the police of the West Thirtieth Street Police Station were asked to look for Sullivan.

Hayes's father, Michael Hayes, a boss plumber of Detroit, was notified of his son's condition. At 1 o'clock this morning the physicians did not think Hayes would live through the night. His condition did not permit his being moved from the alcoholic ward.

SURGEON REFUSED TREATMENT.

Man Found Afterward to Have Epilepsy Is Declared Drunk.

Ambulance Surgeon Dodge of the Hudson Street Hospital positively refused last night to take as a patient an unconscious man who had fallen on the Cortlandt Street platform of the Sixth Avenue Elevated Road. The man was James Jones, twenty-five years old, of 1,082 Bushwick Avenue, Brooklyn, and he was later taken to the Gouverneur Hospital, where his case was diagnosed as epilepsy.

Jones, when taken ill, was accompanied by his friend, Clarence Statts of 18 Woodbine Avenue, Brooklyn, the two having been up town visiting some friends. Leaving his friend lying on the station platform, Statts ran to the Church Street Police Station, whence Policeman Dunbar was detailed on the case. Dunbar at once saw the necessity for an ambulance, and sent in a call.

Dr. Dodge, upon his arrival, at once pronounced Jones drunk, and refused to take him, despite the protestations of Statts that he had been all day with Jones, and that he had not drank any intoxicating liquor for six months. Jones was carried to the police station, where the police concluded that he was not drunk, and sent a call for an ambulance from Gouverneur Hospital.

Values of Rare Bugs.

From The Boston Transcript.

One may obtain a fairly complete collection of postage stamps, but never of insects. Some experts say that there are 100,000 species of insects in the United States, while others put the estimate much higher. In tropical countries the insect kingdom is vastly prolific, and it seems probable that in the whole world the number of species is not less than 10,000,000. A rare bug is worth money, too. As much as $800 was paid not long ago for a single butterfly. A pair of swallow-tailed butterflies are valued at $30. The most valuable beetle is the Goliath, from West Africa, which is quoted at $60. It is three inches long, velvety black, with whitish stripes, and is found only in the tops of the highest palm trees. London is the great bug market, and auctions of insects are held in that city frequently.

Beetles are among the most interesting of insects, from the point of view of the collector. They are clad in complete suits of armor, which is made of a material far more indestructible than steel—namely, "chitine." Chitine cannot be destroyed except by certain mineral acids; in other words, only the artifices of chemistry avail against it. Thus the shells of beetles that died ten million years ago have been preserved perfectly in the rocks, so that we know to-day just what these insects of antiquity looked like. The biggest beetle in the world, by the way, is found in Venezuela. It is known as the "elephant beetle," and when full grown it weighs nearly half a pound.

Death of "Tom" Hatfield.

From The Philadelphia Times.

TOWANDA, Sept. 10.—"Tom" Hatfield, a member of the Hatfield family of West Virginia, whose feud with the McCoys has made that section known wherever newspapers are read, died near Athens early this morning. He came here last July, and was engaged on the Baldwin farm as a common laborer, and it was long before his employer knew his identity. Since being driven from his native mountains by the officers he has worked at Bradford about the oil wells. His wife and little girl died there and he was "broke."

Hatfield was fifty-three years of age, and a man of more than ordinary intelligence. He had with him a small grip containing all his earthly possessions, which included the shoes and playthings of his baby daughter, who died last Spring, and the care he took of these articles and the way he talked of his wife and child showed a side of his character far removed from that of an outlaw. He would talk but little of his experiences.

Mischief Wrought by a Trolley.

From The Baltimore Sun.

The observations of the earth currents at Greenwich Observatory have been made practically useless for several years by the electric railway from Stockwell to London, modern instruments being so sensitive that indications of the current of this railway have been detected more than 100 miles away. An early effect of the railway led to a funny experience. The generating station was visited by the Magnetic Superintendent of the observatory, and on his return to work the tracings of his magnets showed a curious deflection, which continued day after day—but only during the hours of his attendance. The idea that he was magnetized was a startling one. But one day he left his umbrella at home, and there was no disturbance, the umbrella having been a permanent magnet since the visit to the power station.

DEATH LIST OF A DAY.

Henry A. Cornwall.

Henry A. Cornwall of Portland, Conn., manager of the Middlesex Quarry Company, died Saturday in a sanitarium at Providence of paralysis of the stomach, aged fifty-five years. He was a war veteran, having been Sergeant of Company D, Twentieth Connecticut Volunteers, in the civil war. He represented Portland in the Legislature of 1890. He was a Director in the First National Bank of Portland and a Trustee of the Freestone Savings Bank.

Obituary Notes.

LEWIS L. HAUPT, President of the North American Life Assurance Company of Philadelphia, and visiting agent of the House of Refuge of that city, died Saturday in Lancaster, Penn., at the home of his son, the Rev. C. Elvin Haupt, pastor of Grace Lutheran Church. He was seventy-two years old. During the civil war he was associated with his brother, Brig. Gen. Herman Haupt, engineer in charge of the work for the Army of the Potomac. For fifteen years after the war he was ticket agent of the Pennsylvania Railroad, with headquarters at Harrisburg, and later at Philadelphia. He leaves a wife and five children.

JOHN GORMLEY, a civil war veteran, died yesterday afternoon at his home, 24 Burnside Street, Orange, N. J. Mr. Gormley had been a resident of Orange for forty years.

BUSINESS NOTICES.

A.—Carpet Cleansing, T. M. Stewart, 326 7TH AV. Tel. 1,132—38th. Established 1863.

MARRIED.

FISHER—VAN NESS.—On Saturday, Sept. 17, 1898, at St. Andrew's Dune Church, Southampton, L. I., by the Rev. Joseph N. Blanchard, D. D., Julia, daughter of the late Col. Eugene Van Ness, U. S. A., to Granville Ford Fisher of New York City.

DIED.

BAKER.—Suddenly, on Aug. 15, at Gratz, Austria, Charles Richard Baker, D. T., rector of the Church of the Messiah, Brooklyn, in the 57th year of his age.

Funeral services at the Church of the Messiah, corner Greene and Clermont Avs., on Monday evening, Sept. 19, at 8 o'clock. Members of the parish, the clergy, and friends generally are invited to be present.

BREADON.—On the 16th inst., after a short illness, William G. Breadon.

Relatives and friends are respectfully invited to attend the funeral from 64 West 37th St., on Monday, Sept. 19, at 2 o'clock.

BUSH.—Chas. J. Bush.

Funeral Tuesday, Sept. 20, at 2 o'clock. Private.

DEAN.—On Saturday, Sept. 17, at Brooklyn, N. Y., William H. Dean, Jr., son of the late William H. Dean.

Funeral services Monday evening at 8 P. M., at his late residence, 66 Pulaski St.

VANDERVOORT.—Entered into rest, at St. Luke's Home, 89th St. and Madison Av. on Saturday, Sept. 17, 1898, Marian Vandervoort.

Funeral services at the Church of the Beloved Disciple, 89th St., near Madison Av., on Tuesday, Sept. 20, 1898, at 10 o'clock A. M.

WATSON.—On Friday, Sept. 16, Emily Watson, daughter of the late Rev. Dr. John L. Watson.

Funeral at St. Mark's Church, Orange, N. J., Tuesday, Sept. 20, at 11 o'clock.

WOODLAWN CEMETERY.

Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED SEPT. 18.

Manhattan and Bronx.

Ages of one year or under are put down one year.

	Age in Yrs.	Date Sept.
ADANINI, Benjamin L., 224 E. 21st	[illegible]	[illegible]
BONEFATH, Vincent, 411 E. 115th St	[illegible]	[illegible]
BARRETT, James, 21 West 30th St	[illegible]	[illegible]
BEUGERT, Frank, 758 7th Av	[illegible]	[illegible]
BECKER, George, 301 St. Nicholas Av	[illegible]	[illegible]
BUSTEED, Richard, Home for Incurables	[illegible]	[illegible]
BARON, Rudolph, 1,548 Park Av	[illegible]	[illegible]
BLAKER, Joseph, 8 26th St	[illegible]	[illegible]
BYRNE, Elizabeth, 319 W. 42d St	[illegible]	[illegible]
COAKLEY, Michael, 413 W. 42d St	[illegible]	[illegible]
CUNNINGHAM, Michael, 10 Vandam St	[illegible]	[illegible]
COOK, Henry, 320 E. 78th St	[illegible]	[illegible]
CAPASSO, Brigida, 190 Mulberry St	[illegible]	[illegible]
COLBURN, Frank, 104 E. 97th St	[illegible]	[illegible]
DUFFY, Francis, Catholic Protectory	[illegible]	[illegible]
DUNLEAVY, James, Metropolitan Hospital	[illegible]	[illegible]
DUNN, Edward, 296 3d Av	[illegible]	[illegible]
DUSSO, Giuseppe, 128 Avenue C	[illegible]	[illegible]
DIETMEYER, Henry, 1,455 1st Av	[illegible]	[illegible]
DICKSON, Sylvester, Dunellen, N. J.	[illegible]	[illegible]
FITCH, Lena, 152 Bowery	[illegible]	[illegible]
GIBSON, Thomas, 150 W. 49th St	[illegible]	[illegible]
GUECKEL, Hilda, 487 W. 48th St	[illegible]	[illegible]
HARPNER, Joseph, 641 1st Av	[illegible]	[illegible]
HANLON, Francis, 135 W. 27th St	[illegible]	[illegible]
HEFFERNAN, Florence G., 388 1st Av	[illegible]	[illegible]
HARRIS, Hyman, 20 Rutgers St	[illegible]	[illegible]
HEITMAN, Joseph, 221 E. 32d St	[illegible]	[illegible]
HOFFMAN, David, 72 East 97th St	[illegible]	[illegible]
KUHN, Nettie, 6 W. 114th St	[illegible]	[illegible]
KINGSBURY, Albert, 2,123 7th Av	[illegible]	[illegible]
KAELI, Helen, 32 W. 20th St	[illegible]	[illegible]
LONG, Edward, 2,280 2d Av	[illegible]	[illegible]
LUIGE, Christine, 507 W. 36th St	[illegible]	[illegible]
McENTARFER, Peter, 346 W. 42d St	[illegible]	[illegible]
McAVOY, Margaret, 443 W. 39th St	[illegible]	[illegible]
McLAUGHLIN, Catherine, 322 W. 19th St	[illegible]	[illegible]
MURTHA, William, 320 W. 67th St	[illegible]	[illegible]
MANNING, Julia, 237 W. 17th St	[illegible]	[illegible]
MICHEL, Eunice J., 205 E. 6th St	[illegible]	[illegible]
MEELEY, Herman, 1,100 1st Av	[illegible]	[illegible]
MINKOWITZ, Mayer, 100 Scott St	[illegible]	[illegible]
O'CALLAGHAN, Jeremiah, 113 Clarkson St	[illegible]	[illegible]
PITTS, Toney, 1st Av. and 14th St	[illegible]	[illegible]
PILGRIM, Rosetta, 375 College Av	[illegible]	[illegible]
PEGLAN, Eliza, 505 West 36th St	[illegible]	[illegible]
PRUZZO, Joseph, 235 Elizabeth St	[illegible]	[illegible]
RHALL, Anna, 409 W. 20th St	[illegible]	[illegible]
ROBERTS, Charles W., 1,991 Amsterdam Av	[illegible]	[illegible]
ROSE, Joseph, 407 W. 55th St	[illegible]	[illegible]
REILLY, Catherine, 154 E. 38th St	[illegible]	[illegible]
SCHWARZ, Catharine, St. Joseph's Hospital	[illegible]	[illegible]
SIEBING, Theresa, 52 W. 159th St	[illegible]	[illegible]
SUTOR, Henry, 821 E. 158th St	[illegible]	[illegible]
SIEGERT, Lena, 439 E. 48th St	[illegible]	[illegible]
STANTON, Patrick, 18 Pell St	[illegible]	[illegible]
SCHILLER, Jacob, 435 E. 118th St	[illegible]	[illegible]
THORNTON, Joseph, 245 E. 125th St	[illegible]	[illegible]
TRACY, David, 212 W. 85th St	[illegible]	[illegible]
THOMPSON, Harry, 20 Cherry St	[illegible]	[illegible]
TUSRICK, Caroline, 61 Myrtle Av	[illegible]	[illegible]
WAGER, John, 44 W. 120th St	[illegible]	[illegible]
WARDEN, Peter, Colored Hospital	[illegible]	[illegible]
WATSON, Emily, 48 W. 52d St	[illegible]	[illegible]
WILLIAMS, Josephine, Infants' Hospital	[illegible]	[illegible]

Brooklyn.

	Age in Yrs.	Date Sept.
ALPERT, B., 74 Seigel St	[illegible]	[illegible]
ASCHOFF, Rudolf, 306 Ten Eyck St	[illegible]	[illegible]
ADAMS, Ellen, [illegible]	[illegible]	[illegible]
BECKER, Margaret, 135 Woodbine St	[illegible]	[illegible]
BLUMENTHAL, Barney, 17 Varet St	[illegible]	[illegible]
BROCHON, Joel, 102 Havemeyer St	[illegible]	[illegible]
CARTER, Frank E., 57 Ryerson St	[illegible]	[illegible]
DUSENBERRY, Annie, 153 Saratoga Av	[illegible]	[illegible]
DELFINO, Loretta, 505 Warren St	[illegible]	[illegible]
DEAN, William H., 66 Pulaski St	[illegible]	[illegible]
DON LEVY, Mary, 13 Troy Av	[illegible]	[illegible]
DALE, Elizabeth, [illegible]	[illegible]	[illegible]
FITZPATRICK, Harriet, 235 Albany Av	[illegible]	[illegible]
FEINSTEIN, Charles, 35 Bogart St	[illegible]	[illegible]
GARRISON, Edward, [illegible]	[illegible]	[illegible]
GRANT, Jennie, 76 India St	[illegible]	[illegible]
HAGEL, Albert, [illegible]	[illegible]	[illegible]
HICKEY, William, [illegible]	[illegible]	[illegible]
HAMLIN, Edwin, [illegible]	[illegible]	[illegible]
JOHNSON, Eva, 169 Russell St	[illegible]	[illegible]
JUDSON, Herman, [illegible]	[illegible]	[illegible]
KESSLER, Hyman, 109 Thatford St	[illegible]	[illegible]
KAPLAN, Annie, 51 Siegel St	[illegible]	[illegible]
MAHER, Annie, 214 Gold St	[illegible]	[illegible]
MUNZ, Kate, [illegible]	[illegible]	[illegible]
MEYER, Annie, [illegible]	[illegible]	[illegible]
MORAN, Sarah, [illegible]	[illegible]	[illegible]
McNALLY, Elizabeth, 143 Sandford St	[illegible]	[illegible]
NICOL, Lulu, [illegible]	[illegible]	[illegible]
OPPENLANDER, [illegible]	[illegible]	[illegible]
O'NEIL, John, 62 Columbia St	[illegible]	[illegible]
PETTIT, Louisa, [illegible]	[illegible]	[illegible]
ROTHENBERG, [illegible]	[illegible]	[illegible]
REIS, John, [illegible]	[illegible]	[illegible]
REILLY, Timothy, 316 Bedford Av	[illegible]	[illegible]
RYAN, Mary, [illegible]	[illegible]	[illegible]
SANDERS, [illegible]	[illegible]	[illegible]
SCHROEDER, [illegible]	[illegible]	[illegible]
SCHAPP, Alma, [illegible]	[illegible]	[illegible]
SINGULER, Rosaline, 293 Ellery St	[illegible]	[illegible]
TEN EYCK, [illegible]	[illegible]	[illegible]
ZELTMACHER, Henry, [illegible]	[illegible]	[illegible]

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $2,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

KOUNTZE BROTHERS,
BANKERS,
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad,
municipal, and other approved securities.
Letters of Credit Issued.

Andrew McKinney & Co.,
Members of the New York Stock Exchange,
52 BROADWAY, NEW YORK,
11 St. Sacrament St., Montreal, Canada.
Stocks, Bonds, Grain and Cotton.

FINANCIAL.

North American Trust Company

NEW YORK: 100 BROADWAY. LONDON: 95 GRESHAM ST.
Capital paid up . . . $1,000,000
Surplus $200,000
W. L. TRENHOLM, President.

Transacts a general trust business.

Allows liberal rates of interest on deposits and trust funds.

Issues Letters of Credit and Travellers' Circular Notes payable in dollars or in the money of any foreign country.

Acts as Trustee under mortgages for railway and other companies, and as Agent for the Registration of the stock, and for the transfer of the shares of incorporated companies.

Undertakes the examination of properties offered as security for bond issues, and the obtaining of expert information concerning the actual facts and prospects of reorganization proposals.

Qualified and empowered to act as executor, administrator, trustee, guardian, and assignee, and as receiver and custodian of funds under orders of Court.

The NORTH AMERICAN TRUST COMPANY has established a branch office at SANTIAGO, and is prepared to buy and sell drafts on and to make payments in SANTIAGO and to transact a general banking business. THE COMPANY is also prepared to receive the deposits of the SOLDIERS and SAILORS now in CUBA, and, under their directions, to make remittances to their families in the UNITED STATES, also to investigate and report in an advisory capacity about new enterprises in ALL LINES OF TRADE and MANUFACTURING, as well as in CITY PROPERTIES, WINTER HOMES, ELECTRIC PLANTS, RAILROADS, INDUSTRIALS, SUGAR and TOBACCO PLANTATIONS, in CUBA, PUERTO RICO, and the PHILIPPINES, by holding in trust PROPERTIES, CONTRACTS, MORTGAGES, and BONDS, either pending the closing of negotiations or for more extended or more definite periods.

Especial attention is called to the relations of THE COMPANY already established at MANILA with the CHARTERED BANK OF INDIA, AUSTRALIA, and CHINA, sufficient for the present needs of our MANUFACTURERS, MERCHANTS, TRAVELLERS, SOLDIERS, and SAILORS.

TO THE STOCKHOLDERS
OF
THE NATIONAL LINSEED OIL COMPANY.

The undersigned have been requested by holders of a large amount of stock and also by creditors of the above-named Company, to act as a Committee to undertake the reorganization of its properties and to effect a proper adjustment of its financial affairs. In order to secure concert of action among the stockholders an agreement has been deposited with the Central Trust Company of New York, 54 Wall Street, New York City, under the terms and conditions of which holders of stock are requested to deposit with the Central Trust Company of New York their certificates, indorsed in blank, on or before October 1, 1898.

Trust Company negotiable receipts will be issued for stock deposited.

Copies of the agreement may be obtained at the office of the Trust Company or from any member of the Committee.

FREDERIC P. OLCOTT, Chairman,
SAMUEL THOMAS,
HENRY W. POOR,
} Committee.
ADRIAN H. JOLINE, Counsel.
JAMES N. WALLACE, Secretary,
54 Wall Street, New York.

Carley, Rosengarten & Co.

Our specialty is the selection of established securities which are gaining new value because of new developments, and we encourage the conservative purchase on margin of such selections under conditions exceptionally advantageous to customers.

STRANGERS INVITED TO WRITE OR CALL.
OFFICES, 20 BROAD ST., NEW YORK.

U. S. Bonds, All Issues,
BOUGHT AND SOLD.
HENRY CLEWS & CO.,
BANKERS, 11, 13, 15, & 17 BROAD ST.
Members N. Y. Stock Exchange.

The Tradesmens National Bank
Of the City of New York.
Capital and Surplus - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

THE FINANCIAL MARKETS

Although Wall Street is no longer acutely apprehensive of tight money, the loan market will doubtless continue to be closely watched in speculative circles. And it is not unreasonable to believe that favorable developments in the money market situation will prove as influential in the opposite direction as were those unfavorable occurrences of the past week. During the past few days bear operators have found out that the portion of Wall Street's public that is still in the market as a holder of securities is not of a character likely to be disturbed by further shouting as to the immediate probability of stringent money.

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About $2,500,000 gold in all was announced as engaged for importation last week. Unexpected announcements were made on Friday of about $1,000,000. Previous to that exchange market authorities had announced their belief that no more gold would be imported for some time, inasmuch as there was no immediate need for it here. In high banking circles, however, it is not believed that the present level of money rates can be maintained without bringing importations of gold on a large scale, whether there be need for it here or not. The sterling exchange market seems to be in just that state where predictions even by the most competent and experienced authorities are likely to fail of fulfillment because of some slight development which ordinarily would not be influential.

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In exchange circles there is general belief, however, that gold in volume will come before the end of the year. If needed—if the money market hardens—it will come immediately. And even though there be no further money market disturbance, gold will soon begin to come rapidly. This, at least, is the exchange market opinion.

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Unless there should develop something new of a disturbing character, the money market seems likely to return to its normal state. The efforts of the Treasury Department to give all the aid possible to the banks must certainly be productive, and the issuing of the new 3 per cent. bonds, which goes on steadily, will mean market relief. Among New York bankers there is now a greater disposition to loan money than for two weeks. During the past few days several of the larger institutions which have not recently been lenders in the market made their appearance with liberal offerings at current rates.

"WHEN ISSUED."

Wall Street's "outsiders" are gradually becoming better acquainted with trading in stocks "when issued." The average Wall Street speculator, if he be not a professional or a constant habitué of brokers' offices, has not heretofore done much in the way of buying stocks which as yet are not themselves in the market. But recently—since the new Government bonds and the new Baltimore and Ohio securities have been prominent—outsiders have had put before them opportunities for big profits in securities which as yet have no actual existence.

Buying or selling stocks "when issued" presents many advantages over ordinary trading. In the first place, it requires no ready capital, it being a mere contract that can be sold before the securities are delivered. And then, too, Wall Street men know that in the great majority of instances stocks bought "when issued" have shown handsome gains by the time the real certificates were ready for delivery. Among the commission houses there seems to be a disposition to encourage clients to such trading in properties of real merit.

To this is probably largely due the recent activity of the Federal Steel stocks, which are now being traded in on the curb "when issued." During the past week there have been very large transactions in them, several of the larger commission houses appearing as buyers for the account of clients.

TO MAINTAIN RATES.

In their current monthly circular, Messrs. John H. Davis & Co. of the Stock Exchange make some characteristically direct remarks upon traffic rate regulations and incidentally upon the Inter-State Commerce Commission and its work. Messrs. Davis & Co. offer some common sense suggestions as to the permanent settlement of the rate wars which are constantly bobbing up to disturb the roads and their owners:

"There are a few fundamental facts in connection with the most important of all our industries which deserve especial attention and discussion at the present time. We have the largest railway system of any country of the world. No other employs so many men or has so large a part of the community depending upon it as this one. Of all the money received from the public for transportation, four-fifths is paid out for labor—in other words, goes back for sustenance of the employes and for support of those who supply the necessaries and comforts of life. The railroads are having a large volume of business. The abundant crops of 1897 and 1898 mean full trainloads, both east and west bound. Yet competition is as fierce as ever to get the last pound of freight and the last passenger away from the other line, no matter if rates are cut to pieces. The freight agent is a 'hustler' and the stockholders pay the bill. The Inter-State Commerce Commission law was adopted in response to popular clamor, in the nominal interest of the public. Its effect has been to the detriment of both the carriers and the public. The whole system of railway regulation is disorganized and unsatisfactory. It will so continue until the whole question is treated as other businesses are treated which are notable for success and prosperity. The railroad business is neither angelically pure nor diabolically wicked that especial moral or economic laws must be devised for its conduct.

"The Inter-State Commerce act was an attempt to manage our railroads through prohibition of the very steps which would best serve the public interests. It has been a failure, so far as the public good is concerned, and has hampered the railways in their endeavor to make a decent living. It is founded upon the assumption that railway managers are not only ignorant of the proper way to manage their own business, but inherently vicious. That which is allowed in every other industrial line is prohibited in this, and yet, right alongside of every mile of railway in the United States, is a demonstration of the notable advantages and the absolute safety of a business combination in the transportation line. Transportation embraces three great divisions: Transportation of persons, transportation of property, transportation of thought. The railways do the first and second, the telegraph does the third. The transportation of thought is carried on side by side with that of passengers and freight; it uses the same territory and the same offices, and serves the same patrons. The telegraph furnishes different classes of service just as the railroads do. The latter give fast freight service and parlor cars to those who want to pay for it; the telegraph will give special service to those who pay for having the messages repeated. The ordinary day rates for transportation of thought by the telegraph correspond to the ordinary rates for transportation of ordinary freight or passengers. The low rate freight on the roads has a counterpart in the reduced rate for night messages. In all essential particulars the telegraph and the railways are doing the same kind of business and subject to the same conditions of operation. Now, thirty years ago the Western Union Telegraph Company had 50,000 miles of wire and transported thought to the extent of 6,400,000 messages at an average toll of $1.04 per message. The country was full of other lines, all competing and bidding for business. Rebates and special rates were as common as they have been with railways.

"The business was subject to the same difficulties under which our railroads have suffered. Finally a long-headed man decided to apply business methods to the situation, and within five years twenty small competing telegraph lines had been absorbed by the Western Union. There was a great hue and cry against the danger of monopoly and of putting the secrets of the country into the custody of any one man or group of men. Legislation was proposed to prevent it, but the master spirit of the combination moved more rapidly than the lawmakers. It was an accomplished fact before legislation could stop it. And ever since that bold move the people have benefited by that which they had frantically tried to prohibit. The transportation of thought is carried on at moderate rates, and nobody is harmed or finds serious fault. The volume of business done has so increased that the average toll per message has gradually come down to 31 cents in 1897.

"Here is an object lesson for both railway men and legislators. What has been properly and profitably done in the one transportation line can be done in the other, not necessarily by actual absorption, but through unity of control, so as to insure uniformity of rates under similar conditions, and the stability which is the especial desideratum. Or, in the absence of actual control, give the various lines the right to enter into agreements covering the same points. Let the inter-State commerce law be so amended as to recognize the fact that railway managers have at least average intelligence and honesty. Provide that they may make up rate schedules and agreements which shall have the force of law unless and until they shall be declared otherwise by the commission. Let the burden of proof be upon those who may declare the rates or the agreements to be against public policy. If a prima facie case is made to the commission let the prohibition of that commission operate as an injunction until the case shall be fully and fairly tried in the courts. In short, let the railroad men manage their own business in their own way, just as other business men do, until it can be shown that they are doing so by unlawful methods. What has been done has been a notable failure; let us see if this other plan will not work better.

"There is much that may be accomplished in financial and railway offices. The serious effects of rate cutting are manifest. Much of this loss can be eliminated outside of work to be done at the National or State Capitols, and at no time has the opportunity been as propitious as now. The reorganization of a number of the great railroad systems has centred the virtual control of many thousands of miles and of many trunk lines in a few hands. The small group of men who can dictate the policy of so large a part of our 185,000 miles have a responsibility which justifies them in exercising it without fear or favor. They have put many bankrupt concerns on their feet. They have so arranged the plans of capitalization and bonded debt as to inspire great hope for the future, and confidence in the ability of the roads to meet their obligations. Now, these people have it in their power to do a great service to stockholders and to the public, and to lay a broad foundation for the confidence of our own capitalists and investors, and of the foreigners who have plenty of money but have had good reason in the past to distrust American railway management. We believe that the Presidents of our leading systems will heartily co-operate in any practicable plan for fixing rates which shall be remunerative and yet reasonable. We believe that Messrs. J. P. Morgan & Co., for instance, could secure the assistance and support of such men as President Thomson of the Pennsylvania, President Calloway of the New York Central, President Cowen of the Baltimore & Ohio, Messrs. Cable and Porter of the Rock Island, Omaha and Chicago and Eastern Illinois, President Mellen of the Northern Pacific, President Hill of the Great Northern, President Ripley of the Atchison, and other representative railway men in carrying out a schedule of rates which would become the standard for the country, and would be out of the power of either subordinates or of inferior competitors to disturb.

"It is beyond question that the general tone of the American railway management is on a higher plane than ever before. It is more deserving of confidence than in former years. What such men as we have named might agree upon would bear the impress of integrity as well as of intelligence. Bearing in mind the mistakes, the losses, and the speculative tendencies of the past the people would support them in such action. Led by such a group of men the officials of minor corporations could not afford to oppose or refuse similar action. Even prejudiced legislators would have no warrant for attacking the character of the measure, or of the men who stood sponsors for it. The public would give cordial support to such a move towards stability of rates. The laboring classes would benefit through the increased ability of the railways to expend money for needed improvements, and to give better service. It would be a fitting culmination of the good work which has already been done toward running the railway industry upon business lines."

MR. LABOUCHERE ON AMERICANS.

In reviewing the financial situation in London Truth, Mr. Henry Labouchere says of the American market:

"The hardening of rates, combined with two holidays in the States, naturally reduced dealings, and the market has now undergone a moderate reaction. I do not, however, for one moment anticipate that the decline will go much further. General conditions in the United States are far too favorable, and although large sums are required for moving the crops, that country has, on the other hand, huge credit on this side, and can that easily obtain fresh supplies of gold. But there is no disposition to draw too heavily upon Europe for the precious metal, as so far American railroad stocks are chiefly in the hands of the Americans themselves, and it will be their object to encourage dealings on this side at the higher prices now ruling, so that it would not be the policy of Wall Street wirepullers to make heavy demands upon the stock of gold of the Bank of England or of the Bank of France. It is one of the most promising signs of the position that by far the largest portion of American railroad stock is held in the States, and this refers more particularly to Milwaukee, English holders having parted with nearly all their stock.

"Of late the Pacific group of stocks has been most in evidence, and it is among these that we shall probably see the most sensational movements. The Northern Pacific Road has achieved most excellent results since its reconstruction. On the basis of a 2 per cent. distribution for the year the Northern Pacific common, with their prospects of a considerably increased dividend, should be worth a good deal more than their present price of 40⅞, even though on the face of it the preference stock has been shown special favor by the Directors. The Union Pacific is also doing remarkably well, and if further proof were wanted such is supplied by the company's working statement for July."

MONEY IN BOSTON.

Money rates, like railway traffic rates, will constantly tend to a lower level. Every one will easily recall when 4 per cent. seemed quite low for money. To-day people are made uneasy by that rate, and apprehend something higher. It is apprehension rather than fact which excites uneasiness at present. Money is nothing like close in Boston. Lenders wish they could find more and better opportunities for its employment. Stringency is not looked for here unless the Greater New York market shall precipitate a cause.—Boston Herald.

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The money market continues in a mixed condition. Here in Boston there is plenty to supply the current demand, and the banks borrow on call from each other at 2 per cent., while 1 per cent. above that figure is the maximum rate on street call money.

In New York it is different, and call money loans at 5 per cent., that rate being quoted at the metropolis on actual business yesterday. Still the fear of stringency is not general, and there are those even who look with favor on the higher rate and say that it is an indication of the country's prosperity. That, however, may be described as the view of the man who has money to lend. In his estimation rates are never too high.—Boston Globe.

MR. LEITER IN DEMAND.

A Western paper, in commenting on the present position of the wheat market and the feeling among the wheat growers, says:

"The farmers very generally all through the West are now looking for a second Joseph Leiter to play Moses for them. They will be disappointed. Joseph was a better leader than Moses ever dreamed of being, but the experience of Joseph has scared out every one with any inclination to be a speculative leader, and the market drifts along for want of an able, strong, and aggressive man at its head. There is no prospect of its securing one this year, at least not for the present. In fact, there is no man in the trade who cares to assume such a position. It is once in a lifetime that conditions are such as last year, or that a new speculator will enter the field with as much money at his command as had Joseph Leiter. The average speculator would buy wheat with any encouragement, and it begins to look as though operators who have been in stocks and made a lot of money are turning their attention in a mild way to wheat as an investment. There are few, however, who care to sell it short at present prices."

FINANCIAL ANNOUNCEMENTS.

Redmond, Kerr & Co., in conjunction with Lee, Higginson & Co. of Boston, offer to investors the unsold balance of $2,500,000 first mortgage 5 per cent. refunding gold bonds of the Indiana, Illinois and Iowa Railroad Company, due Oct. 1, 1948, and subject to call at 110 and accrued interest. These bonds are secured by a first and only mortgage upon all the property of the Indiana, Illinois and Iowa Railroad Company at about $16,000 per mile, and are issued for the purpose of refunding the present bonded debt of the company and to capitalize expenditures made out of net earnings for construction and improvements. The limit of the issue is $3,000,000, of which the present authorized issue is $2,500,000, out of which Redmond, Kerr & Co. have already sold $2,000,000, and the remaining unsold bonds are now offered at 102½ and accrued interest. The company reports that the average net earnings for the past four years were $184,261.40, and the net earnings for the year ended June 30, 1898, after the payment of all expenses, were $220,030.20, while the total interest charges are only $125,000. The subscription books will be open on Thursday morning and close at 3 P. M. or earlier, the right being reserved to reject any applications and to make smaller allotments than amounts applied for.

FINANCIAL.

$2,500,000
FIRST MORTGAGE 5%
REFUNDING GOLD BONDS
OF THE
Indiana, Illinois & Iowa Railroad Company.

Dated October 1, 1898. Due October 1, 1948.

Interest payable April 1 and October 1. Subject to call at 110 and accrued interest.

Coupon Bonds of the Denomination of $1,000, with Privilege of Registering the Principal.

Limit of issue.............$3,000,000
Present authorized issue...$2,500,000

Continental Trust Co. and Joseph D. Oliver, Trustees.

Principal and interest payable in Gold Coin of present standard of weight and fineness.

These bonds are secured by a first and only mortgage upon all the property of the Indiana, Illinois and Iowa Railroad Co. at about $16,000 per mile, and are to be issued for the purpose of refunding the present bonded debt of the Company and to capitalize expenditures made out of net earnings for construction and improvements.

The mortgage has been drawn by our counsel, Messrs. Hoadly, Lauterbach & Johnson, and all legal matters pertaining to this issue have been under their supervision. Under the terms of the mortgage the bondholders have the right to elect two members of the Board of Directors of the Company.

Mr. Edward McNeill, formerly receiver and general manager of the Oregon Railway and Navigation Co., has examined the property for us and reports favorably upon its physical condition. Copies of his report may be examined at our offices.

The Company reports that the average net earnings for the past four years were $184,261.40 and the net earnings for the year ending June 30, 1898, after the payment of operating expenses, rentals, taxes, etc., were $220,030.20; total interest charges $125,000.

For further information we call attention to the letter of Mr. T. P. Shonts, the President of the Company, copies of which may be obtained at our offices.

Application will be made to have these bonds listed upon the New York and Boston Stock Exchanges.

Having already sold $2,000,000 of the above bonds, we offer the remaining unsold bonds at 102½ and accrued interest. Deliverable and payable on or about October 1st, 1898.

Subscription books will be opened at our offices at ten o'clock on Thursday, September 22d, and close at three P. M. or earlier, on the same day, the right being reserved to reject any application and to make smaller allotments than amounts applied for.

REDMOND, KERR & CO.,
41 WALL STREET, NEW YORK.
LEE, HIGGINSON & CO.,
44 STATE STREET, BOSTON.

MAY,
McELWEE
& PAINE,
BANKERS
AND
BROKERS,
50 BROADWAY, (GROUND FLOOR,)
NEW YORK.

MEMBERS { N. Y. CONSOLIDATED STOCK EXCHANGE. N.Y. PRODUCE EXCHANGE

STOCKS,
GRAIN,
COTTON,
ETC.,
bought and sold for cash or carried on margin.

Write for our special letter issued on Monday, entitled "NEW CONDITIONS IN THE MARKET."

The Wheeling & Lake Erie Railway Company

REORGANIZATION.

To Holders of Central Trust Company's Certificates of Deposit for Common Stock and Preferred Stock:

Notice is hereby given that a further installment of Two Dollars per share of common stock, and Three Dollars per share of preferred stock, represented by the above Certificates of Deposit, has been called by the undersigned committee, and is payable on or before the twenty-ninth day of September, 1898, to the Central Trust Company of New York. At the time of payment, the Certificates of Deposit must be presented to said Trust Company for indorsement of such payment thereon. This is the third installment payable under the Plan of Reorganization, and, including the One Dollar per share paid to the Stockholders' Committee, is the fourth payment.

Dated New York, September 12th, 1898.

LOUIS FITZGERALD,
J. KENNEDY TOD,
GEORGE COPPELL,
EUGENE DELANO,
WILLIAM A. DICK,
Reorganization Committee.
ALVIN W. KRECH,
Secretary, 120 Broadway, N. Y.

OUTSIDE SECURITIES
A SPECIALTY.
DAVID PFEIFFER, 18 Wall St

MEETINGS AND ELECTIONS.

The Chesapeake and Ohio Railway Company.

Richmond, Va., September 9th, 1898.

The annual meeting of the Stockholders of the Chesapeake and Ohio Railway Company for the Election of Directors and for the transaction of such other business as may lawfully come before the meeting (including the ratification of all acts of the Board of Directors, and all Committees thereof, since the last Annual Meeting,) will be held at the office of the Company in the Pace Building, in the City of Richmond, Virginia, on Tuesday, the 18th day of October, 1898, at 10 o'clock A. M.

The stock transfer books will be closed at the office of Messrs. J. P. Morgan & Co., No. 23 Wall Street, New York, on Monday, September 19th, 1898, at 3 o'clock P. M., and will reopen on Wednesday, October 19th, 1898, at 10 o'clock A. M.

C. E. WELLFORD, Secretary.

Illinois Central Railroad Co.

The Annual Meeting of the Stockholders of the Illinois Central Railroad Company, for the election of Directors and the transaction of other business, will be held at the office of the Company in the City of Chicago, State of Illinois, on Wednesday, September 28, 1898, at 12 o'clock noon.

New York, September 14, 1898.
ALEXANDER G. HACKSTAFF, Secretary.

ANNUAL MEETING OF THE MEMBERS OF the Mining Exchange of New York will be held in the Board Room of the Exchange, Edison Building, New Street, Tuesday, 4th October, 1898, at 12 o'clock noon, for the election of officers and Directors and the transaction of such other business as may legally come before them.

GEO. D. HEDIAN, Secretary.

The Rutgers Fire Insurance Company,
NO. 200 PARK ROW.

New York, September 19, 1898.

The annual election for a Board of Directors of this Company will be held at this office on Monday, Oct. 3, 1898. Polls will be open from 12 M. to 1 o'clock P. M.

HENRY C. KREISER, Secretary.

DIVIDENDS.

Western Union Telegraph Company,
NEW YORK, Sept. 14th, 1898.
DIVIDEND NO. 120.

The Board of Directors have declared a quarterly dividend of ONE AND ONE-QUARTER PER CENT. upon the capital stock of this Company, payable at the office of the Treasurer on and after the 15th day of October next, to shareholders of record at the close of the transfer books on the 20th day of September, inst.

For the purpose of the annual meeting of stockholders, to be held Wednesday, the 12th day of October next, and of the dividend above referred to, the transfer books will be closed at three o'clock on the afternoon of September 20th, inst., and reopened on the morning of October 17th, 1898.

M. T. WILBUR, Asst. Treasurer.

Cleveland, Cincinnati, Chicago & St. Louis Railway Company,
Sept. 14, 1898.

A quarterly dividend of one and one-quarter (1¼) per cent. will be paid on the preferred stock of this company on Oct. 20th, 1898, to stockholders of record at the close of business Sept. 30th, 1898, at the office of Messrs. J. P. Morgan & Co., New York.

The transfer books will close at 3 P. M., Sept. 30th, 1898, and be reopened at 10 o'clock A. M., Oct. 6th, 1898.

C. F. COX, Treasurer.

CHICAGO AND NORTHWESTERN RAILWAY COMPANY, 52 Wall Street, New York, September 14th, 1898.—A dividend of ONE AND THREE-QUARTERS PER CENT. on the preferred stock of this company will be paid at this office on Thursday, October 6th, 1898. Transfer books will close on Wednesday, September 21st, and reopen on Thursday, September 29th, 1898.

S. O. HOWE, Treasurer.

UNITED TRACTION AND ELECTRIC COMPANY.

JERSEY CITY, N. J., September 8, 1898.

A Dividend of THREE-QUARTERS OF ONE PER CENT. on the Capital Stock of this Company will be paid to the registered holders on the 1st day of October, 1898. Transfer books will be closed from the 21st inst. to the 3d proximo, inclusive.

F. P. OLCOTT, Treasurer.

Franklin Trust Company,
DIVIDEND NO. 33.
Brooklyn, N. Y., Sept. 7th, 1898.

The Board of Trustees has this day declared a quarterly dividend of 2 per cent. upon the capital stock of this company, payable October first, 1898, to the stockholders of record at the closing of the transfer books. Transfer books will be closed from 3 P. M., September 23d, 1898, until 9 A. M., October first, 1898.

JAS. R. COWING, Secretary.

The Fifth Avenue Bank of New York.
September 16th, 1898.

A regular dividend of 20 per cent. and an extra dividend of 5 per cent. (both free of tax) have been declared on the capital stock of this bank, payable October 1st, 1898. Transfer books will be closed from noon of September 21st until October 1st, 1898.

FRANK DEAN, Cashier.

27 William St., Sept. 15, 1898.

Notice is hereby given that the transfer books of the registered bonds of Compania Metalurgica Mexicana will be closed at 3 P. M. on Thursday, Sept. 22, and reopen Monday, Oct. 3.

C. J. NOURSE, Jr., Asst. Treasurer.

PROPOSALS.

School Bonds
OF THE
City of Yonkers.

Issued to the Board of Education.—Sealed proposals are invited for all or any part of $28,500 3½ per cent. registered bonds, interest payable April and October 1. There will be one bond of $500, payable April 1, 1913; eight bonds of $1,000 each, two bonds payable April 1, 1919, two April 1, 1925, and four April 1, 1979; and four bonds of $5,000 each, payable April 1, 1977, 1978, 1980, and 1981.

These bonds are issued in conformity with the provisions of Section 26, Laws of 1881, and Chapter 49 of the Laws of 1894, also with resolutions passed by the Common Council October 25, 1897, February 28, 1898, June 27, 1898, and September 12, 1898.

The right is reserved to reject any, a part, or all bids, which will be opened in the board room, High School Building, Tuesday, September 27, 1898, at 8 o'clock P. M.

The $500 bond, payable in 1913, and two $1,000 bonds, payable in 1979, will be dated October 1, 1898; all others will be dated July 1, 1898, and will be ready for delivery at the office of the Board of Education, at 10 o'clock A. M., Tuesday, October 4, 1898, and must be paid for, including accrued interest, by certified check to the order of the Treasurer of the City of Yonkers.

Proposals must be accompanied by certified check for 5 per cent. of the amount bid for, and endorsed "Proposals for School Bonds," and addressed to Joseph F. Daly, Chairman, Yonkers, N. Y.

JOSEPH F. DALY,
WILLIAM B. EDGAR,
CHARLES PHILIP EASTON,
Com. on Finance.

TO CONTRACTORS.

Sealed proposals for furnishing the materials and performing the labor required and necessary for the erection and finishing; power plant, warming, ventilation, and hot-water supply; water supply and distribution; plumbing and drainage; engines and generators; and the electric wiring and fixtures of a new colony of hospital and accessory buildings at Central Islip, N. Y., for Manhattan State Hospital, may be sent by mail or delivered in person up to 4:30 P. M., on Thursday, the 22d day of September, 1898, to Hon. Henry E. Howland, President of the Board of Managers, No. 1 Madison Avenue, New York City, at which time and place the board will receive and open all proposals.

Drawings and specifications may be consulted, and blank forms of proposals obtained at the office of the Board of Managers, No. 1 Madison Avenue, New York City, or at the office of I. G. Perry, architect, in the Capitol at Albany, N. Y.

Each bid must be inclosed in an envelope, sealed, and addressed to Hon. Henry E. Howland, President of the Board of Managers, No. 1 Madison Avenue, New York City, and indorsed with the title of the work which bidders propose to do.

GEORGE E. DODGE,
Secretary of the Board of Managers.

Schooner Electa Bailey Dismasted.

BOSTON, Sept. 18. — The three-masted schooner Electa Bailey of Bangor, Capt. Clay, bound from Port Liberty, N. Y., to Portsmouth with coal, while rounding Cape Cod in a thick fog early last evening was run down and completely dismasted by the steamer Parthian, bound from this port to Philadelphia. None of the crew of the schooner was injured, except Capt. Clay, who received a slight bruise. The Parthian took her in tow, and brought her here.

W. P. Williams of Hartford Dead.

HARTFORD, Sept. 18.—William P. Williams, the veteran steward at the American School for the Deaf, whose skull was fractured Thursday when he was struck by a trolley car, died to-night without regaining consciousness. He was President of the Vermont Farm Machine Company, at Bellows Falls.

Blind Checker Player Identified.

NEWARK, N. J., Sept. 18.—The blind checker player, "Charles Elsworth," who died in the City Hospital yesterday of injuries resulting from a fall from a train, was to-day fully identified as Charles Elsworth McAndless of Boston, Mass. Friends will take charge of the remains.

Silver Jubilee of Irvington Church.

TARRYTOWN, N. Y., Sept. 18.—The silver jubilee of the Church of the Immaculate Conception, at Irvington, was held to-day. Bishop Gabriels of Ogdensburg celebrated the pontifical high mass this morning and Archbishop Corrigan attended. Vicar General Mooney preached. This evening vespers were sung by Bishop Farley.

Bering Sea Sealing Award Divided.

VICTORIA, B. C., Sept. 18.—Word was received from Ottawa to-day that checks had been issued to the individual beneficiaries under the Bering Sea sealing award. The total amount is $300,188 damages and $172,968 interest.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.72⅝
Corn, No. 2 mixed	.35¼
Oats, No. 2 mixed	.25
Flour, Minnesota patents	$4.15
Cotton, middling	.05⅝
Coffee, No. 7 Rio	.06⅛
Sugar, granulated	.05½
Molasses, O. K., prime	.30
Beef, family	10.50
Beef, hams	19.50
Tallow, prime	.03⅝
Pork, mess	9.00
Hogs, dressed, 160 lb	.06
Lard, prime	5.15
Iron, No. 1 Northern Foundry	11.25
Butter, creamery, Western	20½@21

CHICAGO, Sept. 17.—Flour steady; special brands, $4.25@$4.50; hard Winter patents, $3.40@$3.60; soft patents, $3.30@$3.40; straights, $3@$3.10; bakers', $2@$2.10; No. 2 Spring wheat, 64@65⅝c; No. 3 Spring wheat, 62@65⅝c; No. 2 red, 65¼c; No. 2 corn, 30@30¼c; No. 2 oats, 21¼@21½c; No. 2 white, 24@25c; No. 3 white, 23@24c; No. 2 rye, 47¼@47½c; No. 2 barley, 39@44c; No. 1 flaxseed, 88c; Northwestern, 91c; prime timothy seed, $2.41½; mess pork, per bbl., $8.40@$8.45; lard, per 100 lb, $4.77½@$4.82½; short ribs, sides, (loose,) $5.15@$5.35; dry-salted shoulders, (boxed,) 4½@4⅝c; short clear sides, (boxed,) $5.60@$5.70; sugars, cut loaf, $6.08; granulated, $5.64; No. 2 yellow corn, 30½c.

COTTON.

The cotton market showed weakness to the verge of panic at one time Saturday, declining to a point dangerously near the low-price record. Unfavorable cables were expected, but the cables from Liverpool, in their entirety, were worse that the trade here was prepared for. English spinners were reported to have taken only 6,000 bales, this being an exceptionally small figure, even for a Saturday market, while futures, after opening at unchanged prices, closed at a loss of 1@1¼-64d. Liquidation set in and the opening call here developed a decline of 3@5 points, subsequently increased to a net loss of 7@9 points as compared with Friday's final figures. Later there was a partial reaction on covering and some more buying by the class of commission houses whose policy has recently been to buy on weak intervals. In addition to the unsatisfactory cables there was a bearish class of crop news from Texas which offset reports of damage by rust, insects, shedding, &c. The latter class of advices came chiefly from Alabama, Mississippi, and Arkansas. The crop accounts in general indicate clear wather for the eastern and middle sections of the cotton belt and rains in the western portion, which would be calculated to improve the outlook for a heavy yield of cotton. The market was finally steady at a net loss of 5@9 points.

Spot cotton in the local market closed weak, with prices 1-16c lower, on the basis of 5⅝c for middling upland and 5⅞c for middling Gulf, as compared with 6⅞c and 7⅛c, respectively, last year. Spot cotton in the Southern markets, middling quoted, was officially reported as follows: Mobile, 5c; St. Louis, 5 3-16c; New Orleans, 5⅛c; Galveston, 5¼c; Baltimore, 5⅜c; Charleston, 5 1-16c; Memphis, 5 3-16c; Louisville, 5½c; Houston, 5⅛c; Norfolk, 5¼c; Wilmington, 5⅛c; Savannah, 5c; Augusta, 5 5-16c.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
September	5.28	5.28	5.28	5.28@5.29
October	5.34	5.34	5.29	5.29@5.30
November	5.37	5.37	5.34	5.34@5.35
December	5.41	5.41	5.38	5.38@5.39
January	5.46	5.46	5.42	5.42@5.43
February	5.50	5.50	5.48	5.46@5.47
March	5.54	5.54	5.50	5.50@5.51
April	5.58	5.58	5.55	5.54@5.55
May	5.61	5.61	5.58	5.57@5.58
June	5.64	5.64	5.62	5.62@5.63
July	5.67	5.67	5.67	....@....

LIVERPOOL, Sept. 17.—Middling uplands, 3 7-32d; December-January, 301@302; January-February, 301½b; February-March, 302½s; March-April, 303b; April-May, 304s; May-June, 305s; June-July, 305½b; September, 306b; September-October, 304½s; October-November, 302½b; November-December, 301@302.

FUTURES.

NEW YORK PRICES.

	Open.	High.	Low.	Close.
Wheat—				
September	71⅛	71⅛	70	70¼
December	67½	67½	67⅛	67¼
May	68⅝	68¾	68⅛	68¼
Corn—				
December	34 7-16	34½	34 7-16	34½
Lard—				
September	..	..	..	$5.10

CHICAGO PRICES.

	Open.	High.	Low.	Close.
Wheat—				
September	65¼	65¼	64⅝	65¼
December	62⅝	62⅝	62¼	62⅝
May	64⅝	64⅝	63⅞	64¼
Corn—				
September	29⅞	29 15-16	29¾	29⅞
December	29¾	29 13-16	29⅝	29¾
May	31½	31 11-16	31½	31⅝
Oats—				
September	20¾	20 13-16	20¾	20¾
December	20⅛	20 5-16	20 3-16	20¼
May	22⅛	22 3-16	22	22⅛
Lard—				
October	$4.72½	$4.75	$4.72½	$4.75
January	4.87½	4.90	4.87½	4.90
Ribs—				
October	5.25	5.27½	5.25	5.27½
January	4.70	4.72½	4.70	4.70
Pork—				
October	8.30	8.32½	8.30	8.30
January	9.20	9.20	9.17½	9.17½

BREADSTUFFS.

Wheat.

It was a purely local market in wheat Saturday in every sense of the word. About the only feature to speculation was a further weakening of the September option, resulting from a lack of shorts and pressure from local sources. Foreign houses were out of the market, except for a little selling of futures at the start, and export trade was unimportant. One of the weakening factors was an impression that Northwestern receipts, because of good weather, would increase materially next week. This idea found emphasis in Northwestern selling at Chicago and other markets. Final prices for the day were ½c lower on September and ¼@⅜c lower on later deliveries.

MILWAUKEE, Sept. 17.—No. 1 Northern, 67c; No. 2 Northern, 65c.

MINNEAPOLIS, Sept. 17.—September, 61½c; December, 59⅛c; May, 61⅜@61½c; No. 1 hard, 67¼c; No. 1 Northern, 66¼c; No. 2 Northern, 62¼c.

DULUTH, Sept. 17.—No. 1 Northern cash, 66c bid; September, 65¼c; December, 61⅛c; May, 63⅜c.

Oats.

No. 2, 25c; No. 3, 24c; No. 2 white clips, 29c; No. 2 white, 28c; No. 3 white, 26c; track, white, 24@35c; track, mixed, 24@26c.

Miscellaneous.

RYE—No. 2 Western, 53c, free on board, afloat, to arrive; 49c cost, insurance, and freight, Buffalo; State rye, 48c, cost, insurance, and freight, New York, car lots. BARLEY—Malting, 41@49c delivered, New York; feeding, 33½@34c, cost, insurance, and freight, Buffalo.

FLOUR AND MEAL.

Spring patents, $3.80 @ $4.45; Winter straights, $3.40@$3.55; Winter patents, $3.75@$3.85; Spring clears, $3.15@$3.40; extra No. 1 Winter, $2.75@$2.90; extra No. 2 Winter, $2.50@$2.75; no grade, $1.72½, (to arrive.) RYE FLOUR—$2.60@$3.10. CORNMEAL—Kiln-dried, $2.05@$2.10, as to brand. BAG MEAL—Fine white, 80@85c; fine yellow, 75@80c; coarse, 70@75c. FEED—40, 60, and 80 lb Winter, in bulk, 65@75c; Spring, bulk, 62½@65c; to arrive, 62½c; middling, bulk, 80@90c; rye feed, 80c; city feed, 70c; hominy chop, 65c; oil meal, $24@$25, to arrive; screenings, 40@80c.

MINNEAPOLIS, Minn., Sept. 17.—Flour—First patents, $3.95@$4.05; second patents, $3.75@$3.85; first clear, $2.70@$2.80.

PROVISIONS.

PORK—Mess, $9@$9.25; family, $11.50@$12; short clear, $11@$12.75. BEEF—Mess, $8@$8.50; family, $10@$11; packet, $9@$10; extra India mess, $14@$15. BEEF HAMS—$19.50. DRESSED HOGS—Bacons, 5¾@5⅞c; 180 lb, 5⅝@5⅞c; 160 lb, 6c; pigs, 6⅛@6¼c. CUT-MEATS—Smoking bellies, 7½@7¾c; 10 lb, 7c; 12 lb, 6¼c; 14 lb, 6@6⅛c; pickled shoulders, 4¼@4½c; pickled hams, 7¼@7½c; Western green, 18 lb, 6⅛@6⅜c; Western S. P., 6⅜c. TALLOW—City, 3⅝c; country, 3⅝@3⅜c. LARD—$5.15; city lard, $4.85; refined, South America, $6.10; Continent, $5.50; Brazil, kegs, $7.25; compound city, 4@4⅛c; Western, 4⅛@4¼c. STEARINE—Oleo, 5c asked; city lard stearine, 5⅜@6c.

LIVERPOOL, Sept. 17.—Close: Beef—Extra India mess, 63s 9d; prime mess, 57s 6d. Pork—Prime mess, fine Western, 50s; prime mess, medium Western, 47s 6d. Hams—Short cut, 14 to 16 lb, 35s 6d. Bacon—Cumberland cut, 28 to 30 lb, 32s 6d; short rib, 20 to 24 lb, 32s 6d; long clear middles, light, 35 to 38 lb, 30s 6d; long clear middles, heavy, 40 to 45 lb, 30s; short clear backs, 16 to 18 lb, 32s 6d; clear bellies, 14 to 16 lb, 36s. Shoulders—Square, 12 to 14 lb, 24s. Lard—Prime Western, 25s 9d. Cheese—American finest white and colored, 37s. Tallow—City, 19s.

COFFEE.

Business at the Coffee Exchange developed unimportant, if any, new features Saturday. Cable accounts from the European and Brazilian markets were quite destitute of feature, while having a barely steady undertone in the absence of speculative interest. The situation abroad is evidently much the same as it is in this country—indifference on the part of the speculative fraternity and procrastination on the part of consumers. Operators have been educated to believe in a heavy new crop to be added to supplies abnormally large carried over from last season. And, while the movement of new coffee, as indicated by the daily receipts at Rio and Santos, falls far short of the figure scheduled by the bear element, the impression remains that the ultimate result of the movement this season will be such as to justify a hand-to-mouth policy on the part of consumers. There is little or no disposition to anticipate wants. Saturday morning the market opened steady at unchanged prices to a decline of 5 points, ruled quiet with a weak undertone within narrow variations, and closed quiet, net unchanged to 5 points lower. Sales on the call, 2,000 bags, and total for the session, 9,250 bags.

Contract prices ranged as follows:

	Opening.	High.	Low.	Close.
September	5.25	5.25	5.20	5.15@5.20
October	5.25	5.25	5.25	5.20@5.25
November	5.30	5.30	5.30	5.25@5.30
December	5.60	5.60	5.60	5.55@5.60
Jauary	..	..	..	5.65@5.70
February	..	..	..	5.70@5.80
March	5.85	5.85	5.85	5.80@5.85
April	..	..	..	5.85@5.90
May	5.95	5.95	5.95	5.90@5.95
June	6.00	6.00	6.00	5.95@6.00
July	..	..	..	6.05@6.10
August	..	..	..	6.10@6.15

FOREIGN MARKETS.—Santos—Good average, 7$500. Hamburg—Net unchanged to ¼ pfennig higher. Havre—¼f higher; January, 38; February, 38; March, 38.25; April, 38.50; May, 38.50; June, 38.75; July, 39; August, 39; September, 37.75; October, 37.75; November, 37.75; December, 37.75.

SUGAR.

Centrifugal, 4⅜c; muscovado, 3 13-16@3⅞c; molasses sugar, 3 9-16@3⅝c.

WOOL.

Current quotations of foreign and carpet wools, based on Wool Exchange official classification, are as follows: Foreign—Port Philip, combing, 32@36c; Port Philip, clothing, 25@30c; Adelaide, combing, 24@26c; New Zealand, clothing, 24@26c; fine crossbred, 27@30c; Cape, clothing, 18@21c; Cape, combing, 19@29c; Montevideo, merino, 21@23c; Montevideo, primera, 22@24c. English, Irish, and Canadian—Irish, hogs, 31@32c; Irish, wethers, 30@31c; Shropshire, hogs, 31@32c; Shropshire, wethers, 30@31c; Sussex, tegs, 32c; Sussex, ewes, 30@31c; Canadian, combing, 30@31c. Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 15@16c; camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria, and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B, 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; Mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 10c; Salonica, 12@13c.

METALS.

Iron, Northern No. 1 foundry, $11.25; iron, Southern No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $6.90; lake copper, ingot, $12.32½; tin, $16.10; lead, $4; spelter, $4.85.

OILS.

Petroleum, barrels, $6.65, and bulk, $4.15; Philadelphia, barrels, $6.60, and bulk, $4.10; crude naphtha, cargoes, $6; and deodorized, $6.50; refined, cases, $7.30. Cottonseed oil quoted: Prime crude, nominal; prime crude, free on board, mills, 19c nominal; prime Summer yellow, 22½c; off Summer yellow, 21½@22c; butter grades, 26@28c nominal; prime Winter yellow, 27@28c; linseed, American, raw, 33@34c; American, boiled, 35@36c; Calcutta, raw, 54c; lard oil, 42@44c.

NAVAL STORES.

Tar, regulars, $1.80; tar oil, bbls, $3.60; pitch, $1.85; spirits turpentine, 31½@32c; resin, common to good strained, $1.30@$1.35; E, $1.45; F, $1.55; G, $1.65; H, $1.70; I, $1.75; K, $1.80; M, $1.85; N, $2.20; W G, $2.40; W W, $2.75.

CHARLESTON, Sept. 17.—Turpentine, 27½c. Resin firm; unchanged.

SAVANNAH, Sept. 17.—Spirits turpentine, 29c. Resin unchanged.

WILMINGTON, N. C., Sept. 17.—Spirits turpentine, 28½@29c. Resin, $1@$1.05. Crude turpentine, $1.10@$1.60.

LIVE STOCK.

BEEVES—Feeling steady; cables slow; live cattle, 10¾@11½c, dressed weight; refrigerator beef, 8@8¼c per lb.

CALVES—Veals, $6.50@$7.50; grassers and buttermilks, nominal; Westerns, $5.50; city dressed veals, 9½@12c per lb.

SHEEP AND LAMBS—Sheep, $3.50@$4.75; lambs, $5.50@$6.20; choice holding, $6.25; cull bucks and sheep, $2@$2.50.

HOGS—$4.15@$4.50.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and Municipal Courts. Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Dugro, J.—Opens at 10:30 A. M. Litigated motions.

1—Reed vs. Fay.
2—Murphy vs. Rogers.
3—Rock vs. McGill.
4—Robinson vs. Press Publishing Co.
5—Averill vs. Muxlow.
6—Giles vs. Bohm.
7—Terhune vs. H. B. King & Brother Publishing Co.
8—Bairn vs. Yortson.
9—Robins vs. Robins.
10—Warner vs. Wallach.
11—People ex rel. McMahon.
12—Robinson vs. Sampers.
13—Kint vs. Calhoun.
14—In re G. A. Bramen Cycle Co.
15—Cary Mfg. Co. vs. De Haven.
16—Lenny vs. Ludington.
17—In re Franklin Av.
18—Gundlich vs. Goetz.
19—Bradley vs. Robinson.
20—In re Elm Street.
21—Connelly vs. Bowery Savings Bank.
22—Early vs. Lautensack.
23—Berger vs. Berger.
24—Cassell vs. Wassblatt.
25—Goldberg vs. Goldberg.
26—In re Willis Av.
27—In re E. 185th St.
28—In re E. 202d St.
29—Sayre vs. Lillie.
30—In re West.
31—People ex rel. O'Connor vs. Brady.
32—In re McManus Con. Co.
33—In re English Enamel Paint Co.
34—H. B. Claflin Co. vs. Selig.
35—N. Y. and Westchester Water Co. vs. City of N. Y.
36—Heerlein vs. Heerlein.
37—Smith vs. Wolfstein.
38—Gray vs. Nederland Life Ins. Co.
39—Pritchard vs. same.
40—Costello vs. Stern.
41—Brown vs. Brown.
42—Gloe vs. Gloe.
43—Jackson vs. Jacobs.
44—Gaynor vs. Board of Police.
45—Koehane vs. same.
46—Emigrant Industrial Savings Bank vs. Hopper.
47—Rindia vs. 2d Av. R. R.
48—Foster vs. Foster.
49—Sannier vs. Barnum.
50—Smith vs. Poerschke.
51—Nicolini vs. Fanella.
52—Ellis vs. Ellis.
53—In re Russell & Co.
54—Man. Ry. Co. vs. Kenney.
55—Moran vs. Mayor, &c.
56—Leach vs. Haigh.
57—Fannan vs. Fannan.
58—In re Cohn.
59—People, &c., vs. Dresel.
60—In re Melrose Av.
61—Weinman vs. Betz.

SUPREME COURT—Special Term—Part II.—Cohen, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Special Term—Part VI.—Beach, J.—Opens at 10:30 A. M. Litigated motions to be sent from Special Term, Part I.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—Wills for probate.

At 10 A. M.
Mary Emily Binnse.
At 10:30 A. M.
Bridget Weldon.
Ella Finegan.
John Miller.
William J. Gluf.
John Peters.
Hugo J. Potosky.
Felix Eisler.
At 2 P. M.
Ann Budington.

SURROGATE'S COURT—Trial Term—Arnold, S.—Opens at 10:30 A. M. No day calendar.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—McCarthy, J.—Opens at 10 A. M. Held in Part IV. Room, Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—Newburger, J.—Opens at 10 A. M. Assistant District Attorneys Blake and O'Connor for the People.

1—Lewis Vance.
2—George Anderson.
3—Harry Goldstein.
4—Joseph Mahoney.
5—Michael McCanen, George Bowden.
6—Frank Van Alstyne, John Leon.
7—William Schoops.
8—Pasquale Avaletta.
9—Frederick Mulanas.
7—John Griffen, Michael McKeon.
8—Albert V. Allen.
9—George Gleason.
10—Francis H. Cowdray.
12—Richard Long.
13—John Herrmann.
14—James W. Scott.
15—Mary Berg.
16—Joseph Faeder.
17—Albert Molz.
18—Joseph Alterman.
19—Joseph Gluck.
20—Henry Ryer.
21—Sebastino Masaro.
22—William Hunt.
23—Aaron Belchatoski.

Pleadings.
1—William Frane.
2—Joseph Mullen.
3—Antonio Baletti.
4—Henry Hubert.
5—Howard Carroll.
6—George Greenfeld, Frederick Gross.

COURT OF GENERAL SESSIONS—Part II.—Fitzgerald, J.—Opens at 10:30 A. M. Assistant District Attorneys Townsend and Hermann for the People.

1—Patrick Byrnes, Patrick Shea.
2—Charles E. Mather.
3—Maurice J. Brady, Thomas Blarcom, James Shalve.
4—Daniel Sullivan.
5—James Curtis.
6—Harry F. Wall.
7—Lizzie Stewart.
8—Philip Doyle.
9—Thomas Williams.
10—Morris Brown.
11—Augustus Crandall.

COURT OF GENERAL SESSIONS—Parts III. and IV.—Adjourned for the term.

Receiver Appointed—New York.

SUPREME COURT—Scott, J.—David Shannon vs. Samuel J. Taylor—Andrew J. White, Jr.

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway:

By Bryan L. Kennelly, foreclosure sale, C. J. G. Hall, referee, Hampden Street, formerly East One Hundred and Eighty-fourth Street, south side, 50 feet west of Andrews Avenue, 50 by 100, three-story frame dwelling. Due on judgment, $3,701.

By Peter F. Meyer & Co., foreclosure sale, Thomas F. Donnelly, referee, 17 Eighth Avenue, east side, 106.7 feet south of West Twelfth Street, runs south 22, by east 93.4, by northwest 20.10, by northeast 11.10, by west 85.2, three-story brick tenement, with store. Due on judgment, $14,200.

The Omaha Exposition.

OMAHA, Sept. 18.—The total attendance at the exposition last week was 110,943. The grand total is now nearly 1,500,000. The most notable event of this week is booked for Tuesday, when fifteen or more United States Senators will pay an official visit, in accordance with a Senate resolution. A banquet will be tendered the Senators. Wednesday a sham battle between 500 Indians in paint and feathers, commanded by Geronimo, the Apache chief, will be a feature. This old warrior received an ovation upon his appearance yesterday.

Three Drowned in the Connecticut.

MIDDLETOWN, Conn., Sept. 18.—Patrick Kelly, William Kelly, and William Gorman were drowned this afternoon in the Connecticut River, off Moramus. John Hines, who was with them, was saved. The four young men rowed from Moramus this morning to attend services at St. John's Church, this city. They were on their return and had almost reached home, when a sudden squall came up and the boat was upset. The accident occurred in sight of Gorman's home, and was witnessed by members of his family.

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read
REAL ESTATE,
70 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

A COLUMBIA COLLEGE LEASEHOLD, NO. 42 WEST 50TH STREET, FOR SALE AT A VERY LOW PRICE; FOUR-STORY AND BASEMENT; 20 FOOT; IN EXCELLENT ORDER; SPLENDID REAR; STATION STREET; ASPHALTED BLOCK. KEYS OF CHARLES BUEK, 109 WEST 42D ST.

CITY HOUSES TO LET—UNFURNISHED.

HANDSOME DWELLING TO LET.

Just off 5th Av., not far from New Delmonico's; exposed plumbing, hardwood floors, medium size; decorated to suit tenant, etc.; very attractive four-story high-stoop dwelling. Can be leased at a moderate rate. Keys with

PEASE & ELLIMAN,
Formerly Riker & Son,
NO. 532 FIFTH AVE.
Tel. 2578—38.

APARTMENTS TO LET—UNFURNISHED

APARTMENTS TO LET.

Peabody,
102-104 WAVERLY PLACE.
8 Rooms and Bath. Steam Heated, Elevator and Hall Service. Rents, $65 per month.

Irvington and Rockland,
136 TO 142 WEST 16TH ST.
7 Rooms and Bath. Steam Heated and Hall Service. Rents, $55 per month.

St. Clement,
365 WEST 23D ST.
3, 4, and 5 Rooms. Hot Air Heat. Rents, $35 per month.

227 and 237 West 135th St.,
7 and 8 Rooms and Bath. Steam Heated. Rents, $40 to $50 per month.

269 West 136th St.,
7 Rooms and Bath. Steam Heated, Hot Water, and Gas Ranges. Rent, $48 per month.

273 West 138th St.,
6 Rooms and Bath. Steam Heated and Hall Service. Rents, $40 to $42.50 per month.

272 West 139th St.,
6 Rooms and Bath. Steam Heated and Hall Service. Rents, $40 to $42.50 per month.

267 West 139th St.,
7 Rooms and Bath. Steam Heated and Hall Service. Rents, $50 and $55 per month.

ERASTUS HAMILTON,
252 West 138th St.
Telephone 647 Harlem. Open Sundays.

THE "SORRENTO,"
136 Madison Ave., N. W. Cor. 31st St.

Exceedingly handsome and well-arranged apartment house.

The suites—large and small—contain all modern improvements.

Rents include steam heat, elevator, and hall service.

For plans and particulars apply to
GEO. R. READ, Agent,
1 Madison Avenue, cor. 23d St.,
and 10 Wall Street. (6342)

NEW AMSTERDAM,
200 WEST 107TH ST.

Elegant apartments, 5 and 6 rooms and bath; steam heat, hot water supply, private halls, separate dumb waiters, dining rooms and parlors extra large; hall boy service; will be leased to desirable tenants at reasonable rents; on premises, or,
HALL J. HOW & CO.,
234 West 116th St.

THE CLEVELAND,
126-130 EAST 24TH ST.

Large flats; all rooms light and open to outside air; hardwood floors; large closets. Owner resident.

HOTELS.

THE SCHUYLER,
NOW OPEN FOR INSPECTION.
A NEW HIGH-CLASS FAMILY HOTEL.
STRICTLY FIRE-PROOF.

59 and 61 West 45th St., bet. 5th and 6th Avs. Apartments consist of vestibule and two or three rooms and bathroom; or five rooms and two baths. All rooms, including bathrooms, have outside light and air—no dark or court rooms. Improvements have been installed that are not to be found in any other building of its kind in the city—such as long-distance telephone, steel safe, refrigerator, running ice water, and unusually abundant closet room. All water used in building is filtered. Apartments engaged now will be decorated to suit tenants. THE IMPERIAL REALTY COMPANY, owner, 1,133 Broadway, corner 26th St.
A. W. EAGER, Manager.

THE VIRGINIA,
COLUMBUS PLAZA,
58th-59th Streets and Broadway, New York.
The Only Hotel Covering an Entire Block in the City. All Light Rooms.
EUROPEAN PLAN.
RATE: $1.00 per day and upward.
E. H. POWELL,
Proprietor.

SUMMER RESORTS.

New Jersey.

Somerset Inn,

& EIGHT COTTAGES, BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

NEWARK, N. J., NEW YORK TIMES OFFICE.

ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

Miscellaneous.

DUTCHER HOUSE

AND COTTAGES, PAWLING, N. Y. First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

INSTRUCTION.

135TH YEAR.

COLUMBIA GRAMMAR SCHOOL.
34 AND 36 EAST 51ST ST.
REOPENS TUESDAY, SEPT. 27TH.

Boys are prepared for all Colleges, Scientific Schools, and Business Primary Department, Gymnasium. Grounds for track athletics.

The Headmaster will confer with parents on and after Tuesday, Sept. 13th, at the school. Catalogues on application.
B. H. CAMPBELL, A. M., Headmaster.

STEVENS SCHOOL.
THE ACADEMIC DEPARTMENT
OF THE
STEVENS INSTITUTE OF TECHNOLOGY,
RIVER STREET,
between 5th and 6th Sts., Hoboken, N. J.
REOPENS SEPT. 14th, 1898.

Examinations for admission on the 12th and 13th of September.

Courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.

The rate of tuition for all classes is $150 per year, or $50 per term.

These terms include all the studies.

For catalogues apply to the Principal of Stevens School.

COLLEGIATE INSTITUTE OF
DR. J. SACHS.
SCHOOL FOR BOYS,
38 West 59th St.
REOPENS TUESDAY, SEPT. 27, 1898.
Thorough preparation for all colleges.
Special Commercial Department.
SCHOOL FOR GIRLS,
116 West 59th St.
REOPENS THURSDAY, SEPT. 29, 1898.
Complete organization from Primary to Academic Classes. Thorough preparation for all Women's Colleges.

THE CUTLER SCHOOL
20 East 50th Street.
This School Reopens Wednesday, Sept. 28th.
Mr. Cutler or the Registrar will be at the School House after September 14th,
from 9 until 1.

SENFTNER SCHOOL,
13 Astor Place, near Broadway.
For annual catalogue address
Principal, HERMAN F. SENFTNER, (Columbia.)

DRISLER SCHOOL,
9 EAST 49TH ST.
FRANK DRISLER, A. M., Principal.
A select school for a limited number of pupils.
Students prepared for all colleges.
Circulars on application.
Reopens Oct. 3d.

IRVING SCHOOL, 54 West 84th St.
L. D. RAY, Ph. D., can be seen now.
Primary, Intermediate, and Collegiate Grades.
Boys prepared here for the next day's work.
Ninth year begins Sept. 29th.
Year book on request.
In June, 1898, fourteen from this school were admitted to Yale, Harvard, or Columbia.

Miss Walker's Day School for Girls,
148 Madison Avenue.

Miss Roberts, Principal.—The school has been entirely reorganized, and will be reopened October 3d. Primary, Intermediate, Academic, and College Preparatory Classes. Address
MISS WALKER, 148 Madison Avenue, or
MISS ROBERTS, Sandwich, Mass., until Sept. 20.

NEW YORK, NEW YORK.
THE PEEBLES AND THOMPSON SCHOOL.
BOARDING AND DAY SCHOOL FOR GIRLS.
30, 32, 34 EAST 57TH STREET.

Opens October 5th. Kindergarten, Primary, Preparatory, and Academic Departments. Separate course for college preparation. Special students admitted.

RUGBY MILITARY ACADEMY

NEW BUILDING, 84th St. and West End Av. Preparation for all colleges, (Resident,) West Point, and Annapolis. Resident students received. Tenth year begins Sept. 29th. Send for illustrated year book.

MISS BAIRD'S INSTITUTE FOR GIRLS, Norwalk, Conn.—27th year. Primary Academic and College Preparatory courses. Music, Art, and the Languages. Careful attention to morals and manners. New buildings, steam heat, gymnasium, incandescent light.

PENNINGTON (N. J.) SEMINARY.—Convenient to New York, Philad'a, Balt., and Wash'n. Both sexes. 60th year. Healthful. Beautiful. 16 teachers, 12 courses, $250 a year. For beautifully illustrated catalogue address
THOMAS O'HANLON, D. D., President.

THE MISSES GRAHAM,
(Successors to the Misses Green.)
BOARDING AND DAY SCHOOL FOR GIRLS.
Established 1816.
New Location, 176 W. 72d St., Sherman Square.

J. H. MORSE'S SCHOOL FOR BOYS,
423 MADISON AVENUE, N. Y.
REOPENS MONDAY, OCTOBER 3D.
Primary, Intermediate, and College classes. Boys from eight to eighteen. Mr. Morse at the school rooms every day after Sept. 17th.

1836. Poughkeepsie Collegiate School. 1867.
1867. Riverview Military Academy, 1898.
JOSEPH BARTLETT BISBEE, A. M.,
Poughkeepsie, N. Y.

BERKELEY SCHOOL, 20 WEST 44TH ST.
Autumn half, 19th year, begins
MONDAY, SEPT 26.
Dr. White will be at the school daily to meet parents after Sept. 15.

MISS MARY E. MERINGTON, }
MISS RUTH MERINGTON, } Principals.
BOARDING AND DAY SCHOOL FOR GIRLS.
181 Lenox Avenue, corner 119th Street.

THE DE LANCEY SCHOOL FOR GIRLS,
71 West 85th Street.
Seventeenth year begins October 3d. Primary (including Kindergarten,) through College Preparatory. Catalogues on application.

BETTS ACADEMY,
STAMFORD, CONN.
60th year. Special opportunities for students desiring to save time in preparation.
WM. J. BETTS, M. A., (Yale,) Principal.

Kraus' Seminary for Kindergartners
REOPENS OCTOBER 5TH.
Mrs. MARIA KRAUS-BOELTE, Principal,
Hotel San Remo, West, Cor. 75th Street.

UTICA, N. Y.
Mrs. Piatt's School for Girls.
Term opens Sept. 22, 1898.

MISS Le Baron Drumm's Boarding and Day School for Girls, boys in primary classes and kindergarten; college preparation. Reopens Oct. 6th. 40 West 72d St.

MISS JAUDON'S BOARDING AND DAY School, 546 Madison Avenue.—Preparation for Bryn Mawr, Barnard, and all colleges. Classes for little girls.

The Misses Hickok's School for Girls

Suburban to New York City. Lectures by professors in Columbia University. Morristown, N. J.

COLLEGE PREPARATORY DEPARTMENT OF the Ethical Culture Schools, 669 Madison Av., opens Oct. 2; terms, $200; a few free scholarships. PERCIVAL CHUBB, Principal.

The Misses Ely's School for Girls,
REOPENS OCTOBER 5TH.
Riverside Drive, 85th and 86th Sts., New York.

MISS WARREN'S SCHOOL FOR GIRLS, 108 West 81st St.—Primary, Intermediate, Academic. Boys in the Primary Department.

PRATT INSTITUTE, Brooklyn.—Fall term begins Sept. 26th. For information address Secretary.

MISS CROCKER'S SCHOOL FOR LITTLE BOYS will reopen October 10th. 69 East 52d St.

INSTRUCTION—LAW SCHOOLS.

N. Y. University Law School Sixty-fourth year opens Oct. 1st, 1898. DAY CLASSES, (LL. B. after two years.) EVENING CLASSES, (LL. B. after three years.) Daily sessions 3:30 to 6 and 8 to 10 P. M. Tuition $100. GRADUATE CLASSES—Fifteen courses; Five required for LL. M.

For circulars address L. J. TOMPKINS, Registrar, Washington Square, New York City.

NEW YORK LAW SCHOOL } Day School, 35 Nassau St. Evening School, 9 W. 18th St. "Dwight Method" of instruction. LL.B. in 2 years; LL.M. in 3 years. Send for catalogue. GEORGE CHASE, Dean.

INSTRUCTION—BUSINESS COLLEGES.

NEW YORK BUSINESS INSTITUTE—Affords thorough education for business. ACADEMIC BOOKKEEPING, Correspondence, Banking, Penmanship, Telegraphy, SHORTHAND, and TYPEWRITING Departments. Day and evening sessions. Call or write. C. C. Gaines, Pres., 81 E. 125 St., N. Y.

STENOGRAPHY, TYPEWRITING, $1 WEEK; day, evening; free trial lesson. College, 816 Broadway, N. Y.

INSTRUCTION.

The Horace Mann School,

TEACHERS' COLLEGE, MORNINGSIDE HEIGHTS, 120TH STREET WEST. All classes open to both sexes. Examinations Sept. 22. New teachers have been engaged and new classes will be organized to accommodate all desirable applicants.

Circulars and other information on application to the Secretary.
VIRGIL PRETTYMAN, Principal.

DWIGHT SCHOOL
FOR BOYS.
15 West 43d St., near Fifth Avenue.

Nineteenth year begins September 28, 1898. Graduates now in Yale, Harvard, Princeton, Columbia, and other colleges and scientific schools. Thorough, practical instruction, with special attention to the individual student. Separate primary department. Laboratories, Gymnasium. For annual catalogue address Principal, ARTHUR WILLIAMS, (Yale.)

Hamilton Institute,
45 W. 81ST ST., MANHATTAN SQ., N. Y.

Prepares for all colleges and universities. Commercial course, primary and junior departments.

Principal will be at the school after Sept. 12th. Military drill (one hour each week) under the charge of West Point graduate.
Laboratory, Gymnasium, Playground.
N. ARCHIBALD SHAW, Jr., M. A., Principal

THE MISSES MOSES.
BOARDING AND DAY SCHOOL FOR GIRLS,
Nos. 647 & 649 Madison Ave., N. Y. City.

Primary (incl. kindergarten,) intermediate, academic, and college preparatory departments. Special 2-year course for graduates of grammar schools.

Collegiate School.
241 WEST SEVENTY-SEVENTH ST.
Boys prepared for College and Scientific Schools.
Primary Department. Well-equipped Gymnasium.
Reopens SEPTEMBER 28.
L. C. MYGATT, L.H.D., Head Master.

S. MARY'S SCHOOL,
Boarding and Day School for Girls.
Collegiate, Preparatory, Primary Classes.
College Preparation; Full Lecture Course.
SISTER SUPERIOR, 6 and 8 East 46th St.

THE DE LANCEY SCHOOL FOR GIRLS,
71 West 85th Street.
Seventeenth year begins October 3d. Primary (including Kindergarten,) through College Preparatory. Catalogues on application.

331 MADISON AVENUE.
MISS KETCHUM'S CLASS FOR YOUNG BOYS.
FOURTEENTH YEAR WILL OPEN OCTOBER 10.
Miss Ketchum will be at the class-rooms after September 18th, daily, from 12:30 to 2:30 P. M.

DR. E. D. LYON'S SCHOOL FOR BOYS, 576 Fifth Avenue.—Reopens Sept. 28th. Prepares for college, scientific schools, and business. Number limited to 35. Primary Department.

MISS CARRIER'S SCHOOL FOR BOYS and Girls, 52 East 30th St. Reopens Oct. 3d. Manual training; afternoon outing class.

EXCURSIONS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday)
BY PALACE IRON DAY LINE STEAMERS
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex,) .8 A. M.
" New York, Desbrosses St. Pier. .8:40 "
" New York, West 22d St. Pier.......9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

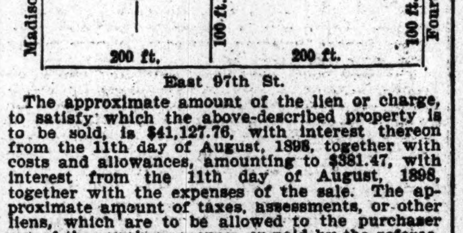
REFEREES' NOTICES.

NEW YORK SUPREME COURT, COUNTY OF New York.—A. MORTON FERRIS, et al., against RICHARD C. VOTH, et al.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date 11th day of August, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Salesrooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 7th day of September, 1898, at 12 o'clock noon on that day, by James L. Wells, auctioneer, the premises directed by said judgment to be sold and therein described as follows:

All that certain plot, piece, or parcel of land, situate in the Twelfth Ward of the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Ninety-seventh Street, distant two hundred (200) feet easterly from the northeast corner of Madison Avenue and Ninety-seventh Street; running thence northerly, on a line parallel with the easterly side of Madison Avenue, one hundred (100) feet and ten (10) inches, more or less, to the centre line of block between Ninety-seventh and Ninety-eighth Streets; thence easterly along said centre line of block, two hundred feet to the westerly side of Fourth Avenue; thence southerly, along the westerly side of Fourth Avenue one hundred (100) feet and ten (10) inches, more or less, to the northerly side of Ninety-seventh Street; and thence westerly along the northerly side of Ninety-seventh Street, two hundred (200) feet to the place of beginning.—Dated New York, August 11th, 1898.

WM. B. HORNBLOWER, Referee.
LEXOW, MACKELLAR & WELLS, Attorneys for Plaintiffs, 19 Liberty Street, Borough of Manhattan, New York City.



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $41,127.76, with interest thereon from the 11th day of August, 1898, together with costs and allowances, amounting to $381.47, with interest from the 11th day of August, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens, which are to be allowed to the purchaser out of the purchase money, or paid by the referee, is $6,143.10 and interest.—Dated New York, August 11th, 1898.

WM. B. HORNBLOWER, Referee.

The sale of the above-described premises is hereby adjourned to Friday, September 9th, 1898, at the same hour and place.—Dated New York, September 7th, 1898.

WM. B. HORNBLOWER, Referee.
LEXOW, MACKELLAR & WELLS, Attorneys for Plaintiffs, 19 Liberty Street, Borough of Manhattan, New York City.

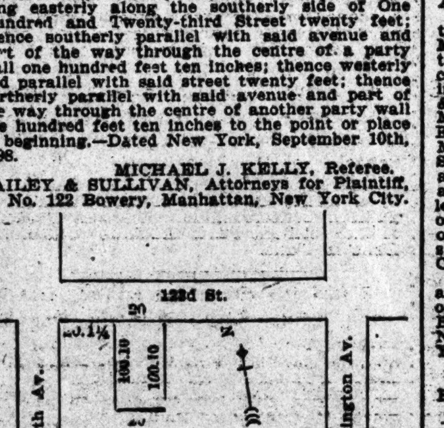
The sale of the above-described premises is hereby adjourned to Tuesday, September 20th, 1898, at the same hour and place.—Dated New York, September 9th, 1898.

WM. B. HORNBLOWER, Referee.
LEXOW, MACKELLAR & WELLS, Attorneys for Plaintiffs, 19 Liberty Street, Borough of Manhattan, New York City.

SUPREME COURT.—County of New York.—ELIZA WORDEN, plaintiff, against JOHN H. CLAPP, as executor, &c., and others, defendants. In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date eighth day of September, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the fifth day of October, 1898, at 12 o'clock noon on that day, by William M. Ryan, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the buildings thereon erected, situate, lying, and being in the Twelfth Ward of the Borough of Manhattan of the City of New York, and bounded and described as follows: Beginning at a point on the southerly side of One Hundred and Twenty-third Street, distant twenty feet one and one-quarter inches easterly from the southeasterly corner of Fourth Avenue and One Hundred and Twenty-third Street; thence running easterly along the southerly side of One Hundred and Twenty-third Street twenty feet; thence southerly parallel with said avenue and part of the way through the centre of a party wall one hundred feet ten inches; thence westerly and parallel with said street twenty feet; thence northerly parallel with said avenue and part of the way through the centre of another party wall one hundred feet ten inches to the point or place of beginning.—Dated New York, September 10th, 1898.

MICHAEL J. KELLY, Referee.
BAILEY & SULLIVAN, Attorneys for Plaintiff, No. 122 Bowery, Manhattan, New York City.



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $18,806.26, with interest thereon from the 17th day of August, 1898, together with costs and allowances amounting to $404.30, with interest from September 8th, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $504.15 and interest.—Dated New York, September 10th, 1898.

MICHAEL J. KELLY, Referee.
s12-2aw3wMATh&os

SITUATIONS WANTED—FEMALES.

Chambermaids.

CHAMBERMAID, &c.—By a young girl as chambermaid and waitress or chambermaid; small private family; good reference. 320 West 44th St.

Cooks.

COOK.—By a first-class Swedish cook; competent in all branches of cooking; excellent baker; best references. M., care of Gardner, 228 East 55th St.

COOK.—By first-class French cook; competent; in private family; first-class city reference. Call two days or address E., 104 West 102d St., ground floor.

COOK.—A lady desires to place her good family cook; wages, $25. Apply present employer's, 18 West 50th St., Monday between 10 and 12.

COOK, &c.—By a woman as cook, washer, and ironer in private family; city reference. 424 3d Av.

COOK.—By young woman as first-class cook; American; private family; best city reference. 161 East 52d St., Adams's bell.

Day's Work.

DAY'S WORK.—By competent woman by the day, week, or month; first-class laundress; good city reference. Mary Allen, 152 West 52d St.

Housekeepers.

HOUSEKEEPER.—Moderate salary; willing and ambitious. Miss J. A. Williams, 414 Chestnut St., Brooklyn.

Houseworkers.

HOUSEWORKER.—By middle-aged German woman; good marketer; assist lady in housekeeping; city reference. Duchardt, 101 West 95th St.

Laundresses.

LAUNDRESS.—By a Scotch Protestant as first-class laundress; private family; thoroughly competent; good city reference. C., Box 329, Times Up-town office, 1,269 Broadway.

Washing.

WASHING or CLEANING.—By a respectable woman to go out by the day washing or cleaning. 254 East 60th St.

WASHING or CLEANING.—Woman would do washing or cleaning by day. Mrs. Wright, 209 East 109th St., top floor.

WASHING.—By a good washerwoman; washing at home, cheap. Mrs. Broger, 315 East 44th St.

SITUATIONS WANTED—MALES.

Butlers.

BUTLER.—Colored; thoroughly competent and experienced; four years' city reference. G. F., 40 West 67th St., last employer's.

Caretakers.

CARETAKERS.—Family of three adults would care for private residence during absence of owner, or would care for and show house for sale or to rent; references. Can be seen at present employer's, 40 West 33th St.

Coachmen.

COACHMAN.—A gentleman desires a position for his coachman who has lived with him for the past six year; will give the very best of reference. Coachman, 36 West 48th St.

COACHMAN.—Married; English; best of references; last employer can be seen; city or country. J. G., 1,019 2d Av.

COACHMAN.—Can recommend highly; sober, experienced; has veterinary knowledge. Beals, 134 Leonard St.

Gardeners.

GARDENER.—By German; married; no children; practical in every branch of gardening, greenhouses, and vegetables; has full experience in care of stock; also horses, cows, and poultry; can operate incubator; wife first-class butter maker; is willing to take charge of dairy and poultry; wishes position on large country place. Gardener, 75 Park Row.

GARDENER and COACHMAN.—By German, speaking English; 22 years of age; understands the care of greenhouses and horses, and is willing to make himself generally useful. Ch. W., Mills Hotel No. 1, Bleecker St.

Miscellaneous.

A GENTLEMAN 33 YEARS OLD OF CONSIDerable business experience and good address wants position where ability, honesty, and faithfulness will be moderately rewarded; A1 references will be furnished, and bonds if necessary; capable of either office or outside work. American, Box 198, Times.

MATTRESSES REMADE AT CUSTOMER'S residence a specialty; sole user of own patented hair carding machines and portable benches. Mauborgne, 519 West 42d St.

POULTRY.—By German, married; no children; has 26 years' experience in the poultry line, understanding the business thoroughly in all its branches; also fattening ducks and geese; wants position as Superintendent or foreman on poultry farm. Poultry, Box 166 Times Office.

YOUNG MAN, 23; WHOLESALE HOUSE, OR anything; strong, willing; reference. Lesser, 176 Meserole St., Brooklyn.

HELP WANTED—FEMALES.

WANTED—A thoroughly reliable and experienced nurse for one child, 2 years old; personal references required. Apply at Sherman Square Hotel, Boulevard and 71st St., Suite 54, Monday morning.

WANTED—A competent English or American nurse, good seamstress, for child 2½ years old; city references. Call Monday, between 9:30 and 11 o'clock, at 111 West 57th St.

HELP WANTED—MALES.

WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

LEGAL NOTICES.

AT A SPECIAL TERM OF THE SUPREME Court of the State of New York, held at the County Court House in the City of New York, on the 24th day of June, 1898. Present: Hon. J. F. Daly, Justice.—In the matter of the application of William T. Church and William M. Kinder, a majority of the Directors of the GEORGE W. CHURCH COMPANY for a voluntary dissolution of the corporation.

A motion in behalf of William T. Church and William M. Kinder, a majority of the Directors of the George W. Church Company, and the consent of Annie C. Church, together owning all the stock thereof; for an order requiring all persons interested in the George W. Church Company to show cause before the court, or a referee designated in the order at the time and place therein specified, not less than three months after the granting of the order, why the said corporation, George W. Church Company, should not be dissolved; coming on to be heard, upon an order to show cause. Upon reading and filing the said order to show cause, together with proof of due service thereof, upon the Attorney General of the State of New York, the petition of said William T. Church and William M. Kinder, verified the 20th day of June, 1898, the consent of Annie C. Church, the schedules thereunto annexed, the affidavit of William T. Church and William M. Kinder, verified the 20th day of June, 1898, and it appearing to the satisfaction of the court from the said petition and schedules that the stock of the George W. Church Company is owned as follows:

Nineteen hundred and ninety (1,990) shares by Annie C. Church, five shares by William T. Church, and five shares by William M. Kinder, the total amount of said capital stock consisting of 2,000 shares of the par value of five dollars per share.

And, that the George W. Church Company is insolvent and unable to meet its obligations as the same become due and payable, or to afford reasonable security to those who may deal with it, and that the petitioners deem it beneficial to the interest of the stockholders that the corporation should be dissolved.

Now, on motion of Everett D. Barlow, Attorney for the Petitioners, no one appearing in opposition, it is ordered, that all persons interested in the George W. Church Company show cause before William Hildreth Field, Esq., the Referee, appointed herein, at his office, No. 237 Broadway, in the City of New York, on the 3d day of October, 1898, at 10:30 o'clock in the forenoon of said day, or as soon as counsel can be heard, why said corporation, George W. Church Company, should not be dissolved.

It is ordered, that this order be published once in each week of the three weeks immediately preceding the time fixed therein for showing cause, in The New York Law Journal and The New York Times, two newspapers in the City of New York. Enter.

J. F. D.,
J. S. C.

ASSIGNEE'S SALE.—Pursuant to an order of the Supreme Court, made at a Special Term thereof, held at the Court House, Borough of Manhattan, City of New York, on August 5, 1898, the undersigned, as assignee for the benefit of creditors of ALBERT B. HILTON, (formerly doing business under the name of Hilton, Hughes & Co.,) will sell at public auction by Adrian H. Muller & Son, auctioneers, at the New York Real Estate Salesrooms, No. 111 Broadway, Borough of Manhattan, New York City, N. Y., on Tuesday, September 20th, at eleven o'clock in the forenoon, all his right, title, and interest as assignee as aforesaid, of, in, and to the unsettled and uncollected accounts and judgments set forth at pages one to one hundred and twenty-eight, inclusive, of Schedule V. of an account filed by said assignee, in the office of the Clerk of the Supreme Court, Borough of Manhattan, on April 26, 1898. Catalogues giving description of the accounts and judgments to be sold may be had at the office of the assignee, (Room 171, Stewart Building, 280 Broadway, New York,) and of the auctioneers, No. 24 Pine Street, New York City.—Dated New York City, September 6, 1898.

GEORGE M. WRIGHT,
Assignee.
RUSSELL & HOLMES, Attorneys for Assignee, 280 Broadway, N. Y.

IN PURSUANCE OF AN ORDER MADE BY Hon. Henry W. Bookstaver, one of the Justices of the Supreme Court of New York, on the 7th day of September, 1898, notice is hereby given to all creditors and persons having claims against JOHN P. MAGOVERN, EDWARD W. THOMPSON, and WILLIAM MAGOVERN, as copartners, lately doing business in the City of New York, under the firm name of MAGOVERN & THOMPSON BROTHERS, that they are required to present their claims with the vouchers thereof, duly verified, to the subscriber, Thomas D. Barry, the duly appointed assignee of said John P. Magovern, Edward W. Thompson, and William Magovern, as copartners as aforesaid, for the benefit of their creditors, at his offices, No. 120 Broadway, (Room No. 38, third floor,) in the City of New York, on or before the 15th day of December, 1898.—Dated New York, September 10th, 1898.

THOMAS D. BARRY, Assignee.
ALEXANDER & COLBY, Attorneys for Assignee, 120 Broadway, New York City.
s12-1aw6wM

BOARDERS WANTED.

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SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

BECK, BARBARA.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BARBARA BECK, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the 1st day of February next.—Dated New York, the 16th day of July, 1898. GEORGE GOSSMAN, Executor. JOSEPH H. HAYES, Attorney for Executor, 50 and 52 Exchange Place, Borough of Manhattan, City of New York. jy18-1aw6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSK BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

GUERIN, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALBERT GUERIN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 100 Broadway, Borough of Manhattan, in the City of New York, on or before the 28th day of January next.—Dated New York, the 22d day of July, 1898. BARTOW S. WEEKS, Executor. GEO. GORDON BATTLE, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City, New York. jy25-1aw6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Atty's for Administrator, 100 Broadway, Borough of Manhattan, New York. ap11-1aw6wM

SCHENCK, ALLEN.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALLEN SCHENCK, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of Sullivan & Cromwell, her attorneys, at No. 45 Wall Street, in the City of New York, on or before the 22d day of March, 1899.—Dated New York, the 17th day of September, 1898.

CAROLINE A. SCHENCK, Executrix.
SULLIVAN & CROMWELL, Attys. for Executrix, 45 Wall St., New York City.
s19-1aw6mM

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 13th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. my16-1aw6mM

WARDEN, JACOB S.—In pursuance of an order of Hon Frank T. Fitzgerald, notice is hereby given to all persons having claims against JACOB S. WARDEN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Blandy, Mooney & Shipman, No. 15 Wall Street, in the City of New York, on or before the twentieth day of March next.—Dated New York, September 16th, 1898.

GEORGE WARDEN,
ROBERT WARDEN,
Executors.
BLANDY, MOONEY & SHIPMAN, Attorneys for Executors, 15 Wall Street, New York City.
s19-1aw6mM

TRAVELERS' GUIDE—STEAMBOATS.

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PALACE IRON DAY LINE STEAMERS
"NEW YORK" and "ALBANY."
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Leaves Brooklyn, Fulton St., (by Annex,) 8 AM.
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Daily, (except Sundays,) leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, RONDOUT, and KINGSTON.

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DORIC, via Honolulu	Oct. 29, 1 P. M.
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F. Bism'ck, Sept. 22, 9 AM | F. Bismarck, Oct. 20, 9 AM
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Twin Screw Service, N. Y.—Hamburg Direct.
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Cymric, Oct. 4, 8:30 A.M. | Teutonic, Oct. 26, Noon
Britannic, Oct. 5, Noon | Britannic, Nov. 2, Noon

Saloon rates on Cymric, $65 up; Germanic, Britannic, $75 up; Majestic, Teutonic, $100 up. Second Cabin, $42.50 upwards; Third Class on Cymric, Germanic, and Britannic, $26.50; on Majestic and Teutonic, $27.00. Revenue tax additional.

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1:00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, St. Louis, and Chicago.

3:30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Troy and Saratoga.

5:00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago via Lake Shore; due Cleveland 7:15 A. M. Due Chicago 4 P. M. Sleeping and parlor cars only.

6:00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.

6:25 P. M.—NORTHERN EXPRESS. Daily—For Montreal, and, except Saturday, for Ottawa.

7:40 P. M.—ADIRONDACK MOUNTAINS AND MONTREAL daily.

8:45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Cleveland, Cincinnati, Indianapolis, and St. Louis.

9:00 P. M.—SPECIAL LIMITED MAIL, Daily—Sleeping car only for Fall Brook, via Lyons, and for Rochester and Buffalo.

9:15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Cape Vincent and the Auburn Road.

12:10 Night—MIDNIGHT EXPRESS. For Chicago, except Sunday nights. Sunday nights Chicago sleepers leave at 9:15.

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C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.

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1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.

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7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

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2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.

7.30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.

9:15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

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TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

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8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

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7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50 (Dining Car) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50 (Dining Car) A. M., (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. Daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

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CAPE MAY.—12:50 P. M. week days.

Long Branch, Asbury Park, (Interlaken Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 9:50, 11:50 A. M., 2:20, 3:20, 3:50, 4:50, 6:50 P. M. Sundays, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 9:10 A. M., 12:10, 2:30, 3:40, 4:30, 5:10, 7:00 P. M. Sundays, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50, P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, Dining Car, 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway, 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, J. R. WOOD,
General Manager. General Pass'r Agent.

Central Railroad of New Jersey

Anthracite coal used exclusively.
Four tracks. "Electro-Pneumatic" Signals.
Stations in New York, foot of Liberty St.,
and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after Sept. 18, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, 3:40 (3:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:45, 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 11:30 A. M., 1:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:00 A. M., 4:00 P. M.

For Atlantic Highlands, 4:30, 8:30, 11:30 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:00 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30 A. M., 1:30, 4:45, 6:15 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 10:15 A. M., 1:00, 3:45, 5:00 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 10:15 A. M., 1:00, 3:45, 5:00 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M.

ROYAL BLUE LINE.

FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30 Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55, A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,328 Broadway, 737 6th Av., 31 East 14th St., 158 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM

Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:10, 6:20 A. M. daily, (Sunday *6:45, 7 A. M.,) for EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points, dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday.

"BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, and coal branches. Chair car to Easton.

*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations.

*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.

*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.

*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.

*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30 (Sundays only) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.

Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. §Sundays.

CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.

PITTSBURG, *4:30 A. M., †3:30 P. M., §1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty St. only.)

CINCINNATI, ST. LOUIS, †10:00 A. M., *6:00 P. M.

NEW ORLEANS, *4:55 P. M., (through sleepers.)

ROYAL BLUE TRAINS

To PHILADELPHIA, WASHINGTON, BALTIMORE, †7:55, *11:00, (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45, (Diner,) †3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.

All trains are illuminated with Pintsch Light.

Offices, 113, 172, 261, 434, 1,284, B'way, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

THE DEATH OF DR. HALL

Resolution Adopted at a Meeting of the Session of His Church.

AWAITING MRS. HALL'S WISHES

Cablegram Sent to Her in Reference to the Services—The Rev. Dr. Connell of London Preaches and Eulogizes the Dead Pastor.

The Rev. Dr. Alexander Connell of London preached in Dr. Hall's church, the Fifth Avenue Presbyterian, yesterday, to an audience of almost one thousand people. Nearly all were strangers, and the majority was no doubt attracted thither through the announcement of the venerable pastor's death in Ireland on Saturday. Many of the Elders and leading men and women of the church, were present, but the greater part of the congregation has not yet returned to town for the Winter.

The front of the pulpit was heavily draped in black. The services were appropriate to the occasion, and while the regular order was not departed from materially, the choosing of hymns, the prayers, and the sermon were all in reference to the great loss the church has sustained.

Dr. Connell twice made touching references to the memory of Dr. Hall, and he read a resolution, expressing the sorrow of the officers of the church at their loss, adopted at a meeting of the session held shortly before the services began. The meeting was presided over by H. Edwards Rowland, and among those present were James O. Sheldon, Robert Bonner, Joel W. Thorn, and S. W. Brownell, the Stated Clerk. The resolution is as follows:

> The session has heard with deep sorrow of the death of our beloved pastor, the Rev. John Hall, D. D., L.L. D., yesterday, in his native land, whither he had gone for rest and health. The session records its gratitude to the Father of mercies for the rich gift to the whole world, to the General Assembly and Church of the First Born, to the Presbyterian Church, and to this church, which he vouchsafed in the life and ministry of our beloved pastor.
>
> For thirty years he has broken the bread of life to this church, and has edified the body of Christ among us and made it a blessing to the city and country and to the world. In season and out of season he was abundant in labors which were equally acceptable at home and abroad, and which have stamped the ineffaceable impress of his faith and character upon this full generation. Nor have they been confined alone to denominational or religious lines. His public services in the causes of education, benevolence, and patriotism, while subordinated to his work in the ministry, have led him far and wide and spread his influence and fame. No good cause lacked his approval or support.
>
> But it is as his pastoral care and parishioners that we deplore his death, while we record our gratitude for his work and influence among us. His sympathy with the bereaved and sorrowing was quick and shed comfort like balm upon the wounded soul. He pointed and led the way to heaven.
>
> What this church has been and done for these thirty years since he came among us, in 1867, is known of all men. While we mourn his irreparable loss to us and our children and our church, we recall how he was used to say that he "looked forward to that heavenly home," wherein he has now entered before us, and say with profound gratitude and humble submission, "It is the Lord."
>
> We express our heartfelt sympathy with our pastor's bereaved family and commend them to the God of all comfort, and invoke for them and ourselves those heavenly consolations which alone can soothe in this sad hour.

To Arrange for Services.

A general committee was also appointed to take charge of all necessary arrangements for services subject to the wishes of Mrs. Hall, to whom the following cable message was sent:

> Mrs. Hall, care of Mrs. Magowan, Bangor, Ireland:
>
> Session met and adopted minute read at morning service expressing the deep sorrow and sympathy of the whole church, and appointed a committee to arrange for public services in accordance with your wishes. Kindly advise.
>
> H. E. ROWLAND.

The committee, including the Committee on Supplies, comprises James O. Sheldon for the Trustees, Robert Bonner for the congregation, and Joel W. Thorn for the Board of Deacons. Nothing more was done yesterday, and nothing more will be done until the family is heard from.

Dr. Connell took his text from the Second Epistle of St. Paul to Timothy, i., 12: "* * * I am not ashamed, for I know whom I have believed, and am persuaded that He is able to keep that which I have committed unto Him against that day."

Before beginning his sermon, Dr. Connell said: "There is but one thought in this church to-day, and one of the profoundest sorrow. The session has met and agreed to the following resolution, which I have been requested to read." He read the resolution and then added: "I am sure the chord of sympathy has struck in the hearts of every one in this congregation to-day, but instead of taking time for idle eulogy, I will speak the word of the Gospel, which I feel that your beloved pastor would rather have me do could he speak." Dr. Connell, who has a remarkably fine delivery and an unusual freshness of treatment on religious subjects, then gave his sermon, which was in touch with the life and work of Dr. Hall.

After he had finished his sermon, Dr. Connell paused for an instant, and then said slowly and impressively: "It is unfortunate, aye, truly unfortunate, that on this day of your great sorrow you should be addressed by one an utter stranger to you. But I was not an entire stranger to him. I met him in my church, and before leaving home he supplied me with some letters of introduction which I have not yet used, and for which kindness I shall always remember him.

Good Traits of the Man.

"He was one of the most genial of men. His great heart went out to all mankind and illumined his soul with that light which is the kindly light of our Saviour. Great, true, brave, and strong, your pastor met the call after a life rich in blessings.

"He was one of the stalwarts of evangelicalism, and as such was recognized here as well as abroad. We are poorer and the world is the poorer by the withdrawal of such a forceful light. I must be looking into many faces into which there first came through his words the knowledge of the light, the life, and the glory. That tie, although the world has not always recognized its depth and sacredness, is one of the most indissoluble of all ties. Well, he has solved the great mystery—he has seen God. That is comfort for you, and be ye ready, for in any hour the summons may come."

There were services at 4 P. M., at which Dr. Connell preached, and during which some reference was made to the pastor's death. The congregation was almost as large as that of the morning, although few were of the regular congregation.

It was announced after the meeting of the committee after the first services of the day that nothing had been said or done so far toward supplying a successor to Dr. Hall. The members declared public discussion premature, to say the least, at this time. The Rev. Dr. C. I. Scofield of Northfield, Mass., will preach next Sunday.

THE REV. DR. SHAW'S TRIBUTE.

He Refers to Dr. Hall's Death and Mourns His Loss.

The Rev. Dr. John Balcom Shaw, moderator of the New York Presbytry and pastor of the West End Presbyterian Church, at One Hundred and Fifth Street and Amsterdam Avenue, prefaced his sermon yesterday morning by referring to the deaths of the Rev. Dr. Edward A. Bradley of St. Agnes's Church and of the Rev. Dr. John Hall. Concerning Dr. Hall he said:

"He was one of the greatest ministers this country has known—great in the strength of his personality, in his powerful presentation of the simple Gospel, in his stalwart leadership within the church, and in the sincere and holy life which he lived before the community. Coming to this country at a critical period in its religious history and standing with his immense strength at the head of the largest and most influential church of our denomination, pre-eminently a preacher of the Word and a loyal ambassador of the cross, his influence for good can scarcely be measured, and our Church may well regard itself as sorely bereaved in his death. May the Saviour whom he so faithfully preached tenderly comfort his stricken family."

Dr. Shaw occupied for the first time yesterday a new memorial pulpit given by Miss Margaret Marshall as a memorial to her parents, Mr. and Mrs. Robert Marshall. After the sermon the pulpit was dedicated.

ROYAL
Baking Powder
Absolutely Pure

DR. MACKAY'S EULOGY.

Newark Clergyman Speaks of the Life and Work of Dr. Hall.

ELBERON, N. J., Sept. 17.—The Rev. Dr. Donald Sage Mackay of Newark at the Memorial Presbyterian Church here to-day paid a tribute to the memory of the Rev. Dr. John Hall of New York. The church was crowded. Dr. Hall preached the dedicatory sermon of the Memorial Church, and a number of his session act as its Board of Trustees and others are regular attendants during the Summer season.

Dr. Mackay spoke of Dr. Hall's sincerity and conscientiousness and great power as an expository preacher, especially in the line of evangelical truth, and of his devotion as a pastor. In the death of Dr. Hall, Dr. Mackay said not only the American pulpit but the whole Christian Church lost one of its clearest expounders of the simple Gospel. During the tribute many of the congregation were moved to tears. The hymn "Foever with the Lord," was sung at the conclusion of the remarks of Dr. Mackay.

THE SPEEDWAY THRONGED.

Light Road Wagons Most in Evidence—A Few Accidents on Account of Careless Driving.

Never since it was first thrown open to the public did the handsome Speedway look better than it did yesterday, and it seemed along toward 4 P. M. as if every one who owned a fast horse, or could borrow one, was on the speeding ground. Light road wagons, with plenty of speed in the shafts, were most in evidence, for the Speedway is a poor place for an animal that cannot show a fast clip, not only on account of the danger of collisions, but because few drivers care to see everything that comes along pass them.

Last Sunday there were several collisions, and a spill or two, the result of fast driving, and there were a couple of the same accidents yesterday, but the unfortunate ones have grown wise, and in almost all cases now they refuse to give their names, but content themselves with a brushing, and then slink off and leave the Speedway to others who are more careful in handling the ribbons.

John M. Cooly, sixty-five years old, a cloakmaker who lives at the Park Avenue Hotel, was in a light wagon when at One Hundred and Eightieth Street he struck a light wagon driven by John J. Doyle of 2 West One Hundred and Thirteenth Street. Both vehicles were wrecked. Cooly was thrown out and received a serious contusion of the spine. He was removed to the J. Hood Wright Hospital.

Superintendent John J. Quinn had the speeding ground in excellent condition, and nothing was lacking, so far as he was concerned, to make an outing one of pleasure for the horsemen. The road from One Hundred and Fifty-fifth Street up to Two Hundredth Street was lined with spectators, and they enjoyed themselves watching the tests of speed, for occasionally there would be a brush, and there is as much excitement in a race of this kind for the spectators as there is in a battle between the thoroughbreds on a club race track.

One of the earliest arrivals on the road was Mitchell Levy, with a pair of bay trotters that could step inside of the 2:40 mark, and close behind him came Sydney Mayer, one of the newest of the new plungers on the race track. Young Mayer made a sensational plunge on Manuel at Gravesend on Saturday, but he lost some of the dollars he had won from the "bookies" in the wager he made that he would beat Levy in the brush up the Speedway.

John Glockner, who has become a Sunday fixture on the Speedway, had Sixteen, 2:20½, out for a spin, and there were many drivers to whom he showed a clean pair of heels. Superintendent Quinn, while looking over the Speedway as a matter of business, sent his chestnut trotter Paul along at a lively clip, and he was not loath at any time to test speed with any of his friends he came up with on the road. The Zahns, Henry and Henry, Jr., were also out, each in single road wagons. Among the others were William Doerr, John Gerken, with a pair of blacks, Henry Shultz, "Mike" McDonald, John B. Doerr, Abe Dahlman, A. L. Kirker, with his side-wheeler Atateka; Alexander Newburger behind Smilax, and Dennis Harrington behind Captain Lyons.

On the lower roads and in the Park the slower drivers and their horses amused themselves, and some of the fast ones who did not care for the crowded Speedway, were also there. There were also any number of fancy traps out, especially in the Park, but few of them ventured outside of the limit. The equestrians managed to have their share of the outdoor amusement, for since Commissioner Clausen, who is one of the most ardent equestrians in the city, has been in the Park Board, the bridle paths have been put in excellent shape.

SIX COWS IN CITY STREETS.

Two Mounted Policemen Had a Hard Time Driving Them to the Pound.

Matters run along in such a quiet and orderly fashion on his Amsterdam Avenue post that yesterday, when Patrolman Augustus Vanhalle turned the corner at One Hundred and Seventy-fifth Street and saw six heavy animals knocking over garbage buckets and being driven away from store fronts, he gasped:

"What's them?"

A small boy who had been throwing bricks at the animals stopped long enough to shout gleefully:

"Them's cows!"

Nobody knew whom they belonged to; nobody knew anything about them, except that they had suddenly appeared half an hour before the policeman, that they were nuisances, and that the policeman ought to "shoo" them away. Ten citizens, all angry, surrounded the policeman and tried to tell him that the law was on their side, and that it was his business to get the cows away somewhere. The crowd about the policeman grew so large that the cows went over to that side of the street. Vanhalle seemed perplexed for a time, but finally he blew his whistle loudly for assistance, and the cows, alarmed at the sound, danced over to the other side of the street and backed up against the houses.

In a few minutes two horsemen appeared in the distance, spurring their animals forward. They were Mounted Patrolmen Warren and Doughty. When they drew rein there was a consultation between them and Vanhalle. It was the decision of the three, after their books of rules had been consulted, that the station house would have to be communicated with for instructions. Vanhalle was sent. It was twenty-three blocks to the station, and it took him some time to make the round trip. When he got back he reported that the Sergeant on duty had ordered the mounted men to take the stray animals to the pound, at Taylor Avenue and One Hundred and Eighty-sixth Street, a long distance away.

The two mounted men tried to obey orders, but the cows were unruly. The animals seemed determined to stay where they were. All six of them started in as many directions when they did start. They insisted on getting into side streets when they were expected to go straight ahead, and on going straight ahead when the policeman tried to turn them. A crowd followed with many shouts for several blocks. Local report says it required four hours for the policemen with their charges to reach the pound.

Harburger on the Raines Law.

Julius Harburger addressed the members of the Albemarle Association at Odd Fellows' Hall, 325 Bowery, yesterday afternoon in opposition to the Raines law. He said:

"The Raines bill can and ought to be repealed. It was concocted in a spirit of vengeance. If Senator Platt had received ten positions in the old Excise Board no Raines bill would have been conceived. The good of the public was never considered. A political grab of herculean proportions was the only motive, and for Senator Platt's and Raines's relatives the bill has proved a rich bonanza. Is it any wonder that they want to perpetuate their power? Our strength is sufficient at the coming election to carry this State and immediately to repeal this odious measure."

Church Cornerstone Laid.

The cornerstone of the new Church of St. Joseph, in the King's Park section of Brooklyn, was laid with impressive ceremonies at 2:30 o'clock yesterday afternoon, the Right Rev. Bishop McDonnell officiating. The sermon was delivered by the Rev. Dr. James O'Donohue. This will be the first Roman Catholic church in that section.

Our advertiser away on his vacation.

Savoy Hotel, London.

Messrs. Rogers, Peet & Co.
New York City.

Gentlemen:—

Walking in Hyde Park this morning I couldn't help but think how little the much-lauded English style amounts to; our American clothing is cut just as theirs is; the sack coat (or "lounge" coat, as they call them) is either 3 or 4 buttons, short and a bit cut-in on the side.

Plain and subdued colors are of course mostly worn, but you see a number of small checks, and if I remember correctly we're well fixed that way—and it takes only a small "cheque" to buy them!

I look forward to the return passage with much pleasure; there are so many unexpected things coming up when on shipboard. * * *

ROGERS, PEET & CO.

Warren and Broadway.
Prince and Broadway.
Thirty-second and Broadway.

SOME LESSONS OF THE WAR

Sermon by the Rev. W. S. Crowe at the Church of the Eternal Hope.

RESULTS WORTH SACRIFICE

Spirit of Brotherhood Revived, Class Prejudice Diminished, and Anglo-Saxon Race Reunited—Need of Being Prepared for War.

The Rev. W. S. Crowe preached upon the subject "Some Lessons of the War" at the Church of the Eternal Hope, in West Eighty-first Street, yesterday.

"It is easy to imagine, when the conflict is over and the victory gained, that what has been done by heroism and sacrifice might have been accomplished by some gentler and happier method," said the preacher in the course of his remarks. "Mr. Sherman is quite convinced now that he could have secured Cuban independence by diplomacy. What a pity he did not go about it several years ago!

"The first lesson of the war—a lesson which applies everywhere—is the lesson of being prepared. When the gentleman whom the Empire State intends to honor this Autumn was Assistant Secretary of the Navy it seemed to outsiders that a good deal of ammunition was being wasted in target practice. He declared that money could not be expended more wisely. 'Let the boys keep on shooting at marks,' said he. 'This Republic could not get a greater bargain than in producing expert gunners.' The 1st of May and the 3d of July were splendid vindication of his judgment.

"It never occurred to you, has it, that the War Department itself was practically, of necessity, a volunteer force in this war? Our Nation had gone out of the military business. Even had it kept in training, the conditions of this war were entirely new. We had never sent an army to a foreign shore. We had never gone to battle in a torrid climate. We had never been compelled to gain sudden victories at all hazards.

"Another lesson—a glorious one—which we have learned afresh in this war is the spirit of brotherhood. We have lost our North and our South, and we have found our one common country. We have often turned down the old leaf, but it would blow up again. The mingled blood of Confederate and Federal soldiers on Cuban soil has pasted the old leaf down.

"Count up all the crimes and suffering of the war; this one good result, the reunion of the Anglo-Saxon race, outweighs them a thousand fold. Every mother who lost a son may proudly feel that her great sacrifice was not alone for the honor of America, but for the progress of mankind. Not only for the peace and liberty and progress in the Antilles, but for a new era of justice and righteousness throughout the earth, have our brave men suffered and died.

"The war, too, has done what many years of preaching would fail to do in creating fellowship and sympathy and mutual respect, and a genuine spirit of equality between those who are socially estranged. The experience of that picturesque and somewhat romantic band—the Rough Riders—has put down a great deal of silly and mischievous comment on the strife between classes and masses in America. The wealth and culture of the East, the universities, the old and proud families, social exclusiveness, Newport and Bar Harbor, were liberally represented in that band of heroes, side by side with the frontiersman. They ate and slept and fought and suffered and died together.

"The survivors have gone to their homes with a marvelously increased regard for manhood, whether it grew on the cattle plains or in the drawing room. The entire country has witnessed a practical demonstration of manhood's equality. The wind is all taken out of the sails of the Anarchist orator. His only speech was that the poor must do the work and fight the battles for the rich. He can no longer make this speech. The occupation of the Socialist is gone.

"When the Arizona boys mingle with their old neighbors and cronies, and fill their old haunts with talk of the war, the Far West will conclude that what has been hated as the aristocratic East is quite worthy of confidence."

COURAGE OF MODERN SOLDIERS.

Remarks of the Rev. W. H. P. Faunce at Fifth Avenue Baptist Church.

Services were resumed yesterday morning in the Fifth Avenue Baptist Church, after the Summer vacation, the Rev. W. H. P. Faunce, pastor of the church, occupying the pulpit. The preacher took for his subject the courage of modern soldiers.

"One of the great results of this last Summer—a Summer in which our country has discovered itself—is the finding that martial courage—keen vision, brawn and sinew, and audacity—has not died out of the world. We had been told that our young men were given over to money making or to study and had lost the heroism of their fathers; that they were so softened by indoor life, so tempered by modern luxury, that they could no longer face sun and wind and storm, and no longer hold their own in the face of appalling danger. And we have seen this last Summer the young men of America showing themselves as strong in fibre, as ready in resource, as enduring and heroic as their ancestors were.

"We have seen the clerk in the store as brave as a veteran soldier. We have seen the sons of plenty living on coarsest fare and take wounds and torture and starvation and death without complaint. We have all felt ennobled by the consciousness that these were our flesh and blood. In their victory we all conquered, and by their example we are assured that capacity for heroism has not died out among us."

TREATMENT OF OUR TROOPS.

Fearless Investigation Necessary, Says the Rev. Dr. Peters.

The Rev. Madison C. Peters preached last evening at the Bloomingdale Reformed Church, Sixty-eighth Street and Boulevard, on the treatment of the volunteers.

"As early as the first of June," he said, "I spoke of the disgraceful treatment of our volunteers. In our home camps the seeds of disease were sown. Private charity provided the underclothes, shoes, &c., for our troops. Their pay was withheld for months, and a million dollars generously voted by the State to equip the troops mysteriously disapppeared. While political contractors were enriching themselves the men slept, during the rainy month of May, on the bare ground, and but for the many kind-hearted women and patriotic citizens our brave volunteers would have gone to the front a ragged army.

"To make our soldiers the recipients of charity when the State and National Treasuries are overflowing with funds to provide for every comfort is a crime which common humanity demands should not go unpunished. Denied the common decencies of life, transported in cattle ships, neglected when sick, and buried like dogs when dead, are crimes that cry to Heaven against us.

"The humanity of this great Nation demands a fearless investigation, not a 'whitewash.' When the volunteers are mustered out and dare talk, they will tell a story that will shock the conscience of America. The War Department is guilty of either incapacity or rapacity. The experience of this war proves that we must have a standing army, and a War Department conducted on the lines of civil service reform.

"Somebody has been getting enormously wealthy out of this war. If, as some people think, there is no hell, I stand ready to head a subscription list to have one built for the men who have enriched themselves at the expense of the brave men who, when the Nation needed a rampart of honest hands and patriotic hearts, went forth promptly from homes fondly cherished and friends dearly loved, ready to brave hardship, and to give to the Nation the price of their blood."

FF FLINT'S FINE FURNITURE

AUTUMNAL CHANGES.

One sideboard, mahogany, beautifully grained, with simple lines of inlay, polished turned pillars, reaching from the floor to a canopy over the little cupboard shelves and matched pilasters above the board to help support the small shelves, is very simple in line and finish, but no elaboration could have made it more perfect.

An inclosed rose-wood cabinet suggests other beauties. The graceful shape, swell sides and doors, the wonderful graining and shadings of the "burning rose-wood" make it a most noticeable bit.

Desks are holding a reception, in mahogany full dress, with inlay of box and satin wood, pearl and ebony, for jewels. Nineteenth century styles vie beauty and grace with French, Dutch, Colonials of many centuries past.

Every bit of the low prices appears in their material and workmanship, for you know you

"BUY OF THE MAKER"

GEO. C. FLINT CO.
43, 45 AND 47 WEST 23D ST.
NEAR BROADWAY.
FACTORY: 154 AND 156 WEST 19TH STREET.

THE BROOKLYN INSTITUTE.

Work to be Resumed on Sept. 29—Features of the Programme.

The programme of the Brooklyn Institute of Arts and Sciences for 1898-9 is not only as complete as that of last year, but has in addition many new features. It comprises anniversary meetings, addresses, lectures, exhibitions, department meetings, concerts, dramatic readings, schools, and courses of instruction.

The season of active work begins Thursday, Sept. 29, and closes Saturday, June 3. The number of anniversary addresses, lectures, exhibitions, and department meetings open to every member is 550, or about 15 for each week of the season. There will be a large number of special courses, including such subjects as "The Practical Study of the Mosses," under Nathaniel L. Britton; "Vegetable Histology," under Dr. Smith Ely Jeliffe, and "Mycology," under Prof. Lucien M. Underwood. There will also be special lectures in the various departments of drawing and painting under Joseph H. Boston, a well-known artist. In music, Carl Fique and W. L. Tomlins will give instruction. Their lectures will be supplemented by courses in Wolfram von Eschenbach's "Parsifal" and Gottfried von Strasburg's "Tristan und Isolde," under Prof. Menco Stern, and courses in "Sight Singing," under Tallie Morgan and Clarence T. Steele. Another feature already mapped out will be courses of American political history and the civil government of the United States.

Other special subjects will include lectures on education in its various branches. Under this heading will be a lecture on "Psychology as Applied to Teaching," by Prof. Frank M. McMurry. Courses of instruction will include Latin, French, German, and Greek.

In the way of subjects of public interest there will be a series of addresses on National topics. On Oct. 5 President Charles Kendall Adams of the University of Wisconsin will open this course with an address on "The Lessons Taught by the Spanish-American War." The subject for the Lincoln anniversary address will be "The Services of the Soldiers in the United States Army in Cuba, Puerto Rico, and Manila in the War with Spain," by the Rev. George R. Van De Water, Chaplain of the Seventy-first Regiment. Later on Congressman Boutelle of Maine will talk upon the naval services rendered by our fleet during the war. Hardly less interesting will be a course of addresses on the relations of foreign Governments to this country.

NEW YORK STATE GRAPE CROP.

Yield in the Central and West Light, but of Fine Quality.

ROCHESTER, Sept. 18.—According to the statement of John H. Butler of Penn Yan, an acknowledged authority on grapes and grape culture, the grape crop in Central and Western New York will not amount in any district to more than two-thirds of an average crop, and in many vineyards will be hardly half a crop. He says:

"In this region, beginning with Canandaigua Lake, while there has been but little rot, Niagaras and Concords will not exceed half a crop, and Catawbas are light, so that not more than 60 per cent. of an average yield will be realized. While the crop on Keuka Lake is exceptionally nice and very free from rot, it will not, all told, exceed three-fourths of the average full product, as Delawares, Concords, and Catawbas are all light. On Seneca Lake the condition is much worse, as mildew and rot have been serious and widespread, and this, notwithstanding spraying was very general, but the rainfall there was excessive, and this, with the hot weather, made sad work with the crop.

"The quality of the crop, especially on Lake Keuka, is however, exceptionally fine."

GEN. BURNETT'S WATCH FOUND.

He Missed It After Having Been Jostled on a Broadway Car.

Gen. Henry L. Burnett, United States District Attorney for the Southern District of Ohio, and one of the foremost citizens of Cincinnati, boarded a Broadway car at Eleventh Street and Broadway, Sept. 12, to ride down to the Federal Building. As he left the car, a couple of young men jostled him. A moment later he noticed that his watch, a costly gift, had been stolen. He notified the police.

Detective Sergeants Flay and Stransky of the Central office, visited a Park Row pawn shop Saturday afternoon, and there found Michael Moriarty of 15 Cherry Street, endeavoring to pledge a Jorgensen movement in a gold case for $35. They questioned him and discovered that the man had no idea of the real value of the watch, whereupon they arrested him. On examining the timepiece, they found engraved on the inside lid, "E. D. B., to Gen. Henry L. Burnett, Cincinnati, Ohio."

Moriarty was arraigned in the Centre Street Police court yesterday, and held in $1,000 bail for examination. Gen. Burnett will in all probability, reach the city tomorrow to make a complaint against the prisoner.

Fall 1898.

Millinery Opening.

Monday & Tuesday,
September 19th & 20th

Lord & Taylor,
Broadway & 20th St.

THE CENTRAL LABOR UNION

Investigation of the Death of Thomas Summ in an Insane Asylum Demanded.

VICTORY FOR E. J. JOHNSON

The Miscellaneous Section Directed to Give the Post of Secretary to the Delegate of the Manhattan Musicians.

Delegate Drolinger of the bakers told the Central Labor Union yesterday that his union suspected that one of its members had been murdered by the keepers in the lunatic asylum on Blackwell's Island.

"This man," continued Delegate Drolinger, "was Thomas Summ, and he was adjudged insane in the Harlem Police Court and was sent to the lunatic asylum on Blackwell's Island. Some time later we were told that another lunatic, who had been confined with Summ in the same cell, had attacked him, and that he had died from the effects of the kicking that that lunatic had inflicted upon him. The union took Summ's body to bury it, and when the body was examined the bruises looked as if they had been made with clubs and other instruments. We hope that the Central Labor Union will take up the matter and demand an investigation."

Delegate Thimme said that ten years ago he knew a great deal about the brutal treatment of lunatics in asylums. There were two or three favorite methods of treatment. One was known as the black bottle treatment. Morphine was injected into the lunatic's body until he became unconscious. Another method was to lift the lunatic by the head and feet, and then drop him. This punishment was repeated until the patient could neither move nor cry. A third method of quieting insane patients who became noisy was "punching into his wind," striking him in the stomach or solar plexus, which effectively quieted him.

Delegate Thimme then moved that the Central Labor Union direct the Secretary to write to the proper authorities and ask for an investigation of the death of Thomas Summ. The motion was adopted unanimously.

A motion was made to annul the action of the Miscellaneous Section in the election of a Secretary, that had led to charges of political trickery on the part of Tammany men in the organization. Delegate Eugene J. Johnson of the Manhattan Musicians had been nominated for Secretary of the section at a meeting previous to the election, but on election day two other delegates were also voted for, and Johnson got only a plurality of the votes, but not the necessary majority. On the second ballot Delegate John O'Connell got a majority, whereupon Johnson's friends claimed that the ballots cast for O'Connell were defective because he had not been previously nominated for the office.

This claim was brought up as a point of order at the Central Labor Union meeting yesterday, and Chairman Farley ruled that it was well taken, but his ruling was appealed from, and a warm discussion followed.

Delegate Matthew Barr said that Johnson had been defeated because he was not wanted for that office, and he could not understand why Johnson should persist in claiming the Secretaryship of the section.

Delegate Johnson said his claim to the office was based upon his nomination to it, and that he loved trades unionism and wanted to work for labor.

"The majority in the Miscellaneous Section voted for O'Connell, and he is entitled to the office," cried Delegate Drollinger.

"When a delegate to the Central Labor Union wants to capture an office for political purposes, I think I'll get out of the organization," remarked Delegate Robinson of the clothing salesmen.

Here Delegate Daniel Harris of the cigar makers got up and said, "Johnson never did any work for the Central Labor Union except for filthy lucre. He wants a position under Tammany, and that's why he is making a fight or the Secretaryship in the Miscellaneous Section. Has this organization become an adjunct of Tammany Hall?"

"Yes, those tricks have been played before, and with great success," exclaimed a delegate.

The Tammanyites at the meeting seemed to be in the majority, for a resolution was passed directing the Miscellaneous Section to give Johnson the office of Secretary.

The office of Secretary in the Central Labor Union, or in one of its sections, is looked upon as a stepping stone to a political job, because the incumbent of such an office is supposed to have great influence with the workingmen. There was a fierce fight for the office of Secretary of the Central Labor Union last year. Coroner Jacob Bausch was Secretary in 1896, and was defeated when he ran for Coroner on the Tammany ticket. At last year's elections of the Central Labor Union he ran again for that office, as his friends believed his success would insure him a renomination by Tammany. They worked for him persistently, and it was said that delegates were intimidated into voting for him. He was re-elected Secretary, and his renomination for Coroner by Tammany followed.

A letter was received from the union lime burners of Rockland County, Me., who belong to the American Federation of Labor, asking that three lime manufacturers be boycotted because they opposed union labor. The meeting granted the request, and declared these manufacturers as boycotted.

Delegate Ryan of the photo-engravers reported that he had called again on President Guggenheimer of the Municipal Assembly with reference to the complaint of the Central Labor Union against the high car platforms of the trolley companies, and its request for the passage of an ordinance to regulate the height of platforms.

He said the committee was very well received by Mr. Guggenheimer, who asked it if it did not think that such an ordinance would cause the railroad companies great expense in making those changes in their cars.

To this the committee replied, said Mr. Ryan, that the companies were not entitled to any consideration or sympathy from the workingmen of New York, inasmuch as they had the cars built in other cities and the New York workmen derived no benefit.

The report was received with applause by the meeting.

MERCHANT TAILORS' ASSOCIATION.

Small Attendance at the "Mass" Meeting Called in Lion Park.

The Merchant Tailors' Association, that was organized to break up the shops of those tailors who press suits for 50 cents instead of a dollar, met again yesterday at Lion Park, at Columbus Avenue and One Hundred and Eighth Street. The number of tailors present was less than at the previous meeting, and the reports of the committees were not very favorable. But that only provoked the members to adopt more radical measures.

Delegate Charles Kaskel reported that the committee had called on many non-union tailors and asked them to remove from their windows the glaring signs announcing that suits were pressed for 50 cents, but those men simply laughed at the committeemen and refused to remove their signs.

"We will reach those fellows yet," continued Delegate Kaskel. "We will also bring down our prices to 50 cents, and that will compel those cheap fellows to make a still further reduction in their prices to 25 cents for pressing a suit, in order to compete with us. That will surely ruin them and drive them out of the business, and then we will have all the field to ourselves, and return to $1 prices. We are a strong organization, and have plenty of money to enable us to make a successful fight.

"Now in regard to our troubles with customers who do not pay for their clothes that tailors make for them—and many tailors, both bosses and workmen, have committed suicide on account of these troubles—we are going to appoint a committee to engage the best lawyers to draft a bill that we will submit to the Legislature. This bill will compel shameless dudes and other unscrupulous fashionables to pay for their clothes, and then tailors will not have to commit suicide."

Longshoremen's New Association.

A secret meeting of about a score of longshoremen who have seceded from the Longshoremen's Union that was organized by Edward McHugh, the Scotch labor leader, was held yesterday afternoon at Flannery's Hall, at Hudson and Leroy Streets. They adopted the name of the Longshoremen's Union Protective Association of Greater New York and Vicinity, and they believe that they can break up the old union that has a couple of thousand members.

CAVALRYMAN'S INFANTRY COAT

The Wearer Arrested for Alleged Thefts from an Artilleryman.

George T. Sorensen, a private of the Fourth Battery, New York Volunteer Artillery, who has been at his home, at 167 East Fifty-third Street, since he was mustered out, complained last night to Policeman Egan, on post in front of the Hoffman House, that a young man parading in uniform was a thief who robbed him. Sorenson had met the young fellow in the street, and, upon the latter telling a hard-luck story, took him to his home to sleep. The next morning Sorenson's military hat, trousers, gloves, and a gold ring were missing.

Policeman Egan took the accused to the West Thirtieth Street Station, where he gave the name of William Davis, twenty years old, of Short Hills, N. J. Davis said he was a member of the Sixth Cavalry, but he wore the coat of a Corporal of infantry. When his attention was called to this apparent discrepancy he had nothing to say. He admitted going home with Sorenson, and did not deny the alleged thefts.

RED CROSS NURSES IN COURT.

Man and Woman Arrested Separately and Arraigned on Different Charges.

Bertram I. Darmont, a medical student, twenty-seven years old, and a young woman who claims to be his wife, were arraigned yesterday in the Yorkville Police Court charged with fraud and theft. The woman gave the name Alice Kambill, which she said was her maiden name. Both she and Darmont are members of the Red Cross Society, and said they had acted as nurses at Fort McPherson and Tampa, Fla.

They were separated in the South and met here again last Wednesday. Darmont arrived here Sept. 7, and rented a furnished room in the home of Samuel F. Hyman at 357 East Forty-ninth Street. There his wife met him, and two days later they moved their trunks to an express office. On calling at the express office on Saturday they learned that Mr. Hyman, who is a lawyer, had placed a lien on the trunks, claiming that they contained books valued at $13 which had been stolen out of his house.

The couple went to the East Fifty-first Street Police Station and indignantly demanded possession of their property. Lawyer Hyman had previously lodged a complaint of theft of the books, and secured a warrant for Darmont's arrest. He was at once placed in a cell. While Mrs. Darmont was denouncing her husband's arrest a man named Sheer rushed into the station house and reported that his wife, who is a dressmaker at 155 East Forty-eighth Street, had been cheated by a woman swindler, who had passed a worthless check for $5.74 on her. Mrs. Sheer followed her husband to the police station, and when asked to describe the swindler instantly identified Mrs. Darmont, who was standing near. The latter was then locked up.

In court yesterday both Darmont and his wife wore Red Cross badges. Among the many soldiers Mrs. Darmont said she nursed was the son of William C. Oates, ex-Governor of Alabama, and exhibited a check of $66 signed by the ex-Governor, which she said she had received for nursing his son.

Darmont was the first arraigned yesterday. He said he knew nothing of the books which Lawyer Hyman had said were stolen. He gave the lawyer permission to search his trunks. The latter declined the offer, but did not press the complaint, and Darmont was discharged. Mrs. Darmont admitted giving a worthless check to Mrs. Sheer, but said she intended to put a deposit in the bank to meet the check. She offered to pay the amount of the check at once. This was allowed, and she was discharged.

"You will land in prison some day," remarked the Magistrate. "I think you are a dangerous woman."

An Appeal for the Aged Blind.

An appeal has been made in behalf of the building fund for St. Joseph's Home for the Poor Aged Blind, at 78 Grand Street, Jersey City, by the Sisters of St. Joseph, who have charge of the institution, and for specific purposes, such as hospital beds and kindred necessaries.

O'Neill's,
Sixth Ave., 20th to 21st St.

New Colored Dress Goods.

The Autumn dress goods show is at hand. The meeting place of the fashion world is here, and style elbows style at every turn. There is newness and novelty in the new

Velvet Traver's Velours and French Robes,
Silk and Wool Bayadere Effects,
Wool satin-faced Venetians, Zibeline Plaids.
Chevron stripes, Prunella cloths,
Vigoureux Diagonals, mixed Venetians,
Oxford mixtures, Illuminated Whipcords,
Poplins, Cheviots, Broadcloths and
A mighty host of fancy tweeds and hardtwisted worsteds for tailor-made suits.

THIS MORNING WE OFFER
The Cheviot Bargain of the Season.

5,000 yards—50 inch all-wool Diagonal Cheviots, in navy and black—value 75c a yard, at, per yard, 48c

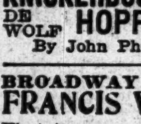
H. O'NEILL & CO.

AMUSEMENTS.

METROPOLITAN OPERA HOUSE.
Grand Opera Season 1898-1899
Under the Direction of Mr. Maurice Grau.
The regular season of Grand Opera will begin on Monday, Nov. 28, and continue for 17 weeks (51 nights and 17 matinées.)
Subscribers of the last season have the privilege of retaining their seats by notifying the Subscription Department before Oct. 1. After that date new subscribers will be located in the order their applications are received.
Address all communications to
MAURICE GRAU OPERA CO., Subscription Dept., Metropolitan Opera House, N. Y. City.

KEITH'S Continuous Performance
25c., 50c. Noon to 11 P. M.
HUNGARIAN BOYS' BAND.
ISABELLE EVESSON, ROSE EYTINGE, and CLEMENT BAINBRIDGE in "That Overcoat." Rofix, Pearl Andrews, Biograph, Lillie Western, &c.

AMERICAN 42d and 8th Av. DOROTHY
2d Successful Year. Castle Square Opera Co.
"The best light opera chorus in N. Y."—Herald.
Evgs. 8:15. 25, 50, 75, $1. Nothing Higher.
Mats. Wed. & Sat., 2:15. 1,100 Res'd Seats, 25c.
Next Week—A TRIP TO AFRICA.



SAM. T. JACK'S Theatre.
B'WAY AND 29TH ST.
2 Big Shows Every Day, 2 and 8.
GABRIELLE DUMESNIL.
60 Burlesquers, Living Pictures.

KNICKERBOCKER B'way & 38th St. Evgs. 8:15. Mat. Sat., 2:15.
DE WOLF HOPPER IN THE CHARLATAN
By John Philip Sousa and Charles Klein.

BROADWAY THEATRE. To-night at 8:15.
FRANCIS WILSON and Company.
First Appearance in Smith and Englander's The Little Corporal

5th AVE. THEATRE, B'way & 28th St.
Evenings 8:15. Mat. To-day, 2:30.
TENTH WEEK IN NEW YORK.
CHARLES COGHLAN IN THE ROYAL BOX

Madison Square Theatre 24th St. n'r B'way
Evenings, 8:30. Saturday Matinée, 2:15
STRAND COMEDY COMPANY in A Brace of Partridges

14TH ST. THEATRE, at 8:15. Mats. Wed. & Sat
Paul Gilmore's Romantic War Drama,
THE DAWN OF FREEDOM.

WORLD IN WAX NEW WAR GROUPS
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH.

COLUMBUS.
CHAUNCEY OLCOTT—SWEET INNISCARA.

GRAND OPERA HOUSE 23d St. and 8th Av. Mats. Wed. & Sat.
JOHN W. ISHAM'S WINE, WOMAN & SONG.

BIJOU. OPENS WED. EVE. SEPT. 21.
SAM BERNARD.
MARQUIS OF MICHIGAN.

MURRAY HILL Matinee Every Day.
THEA. 25c. Evenings 25c. and 50c.
This Week—YOUNG MRS. WINTHROP.

HARLEM Opera House at 8:20. Sat. Mat. 2
"GAYEST MANHATTAN."

IRVING PLACE THEATRE.
THE LILIPUTIANS in THE GOLDEN HORSESHOE. MAT. Wed. & Sat.

Daly's A RUNAWAY GIRL.
Merriest Musical Comedy ever produced at this theatre:
"The Sly Cigarette," 2 encores nightly.
"The Nation's Duet," 3 encores nightly.
"The Man from Cook's," 3 encores.
"Soldiers in the Park," 5 encores.
"The Boy Guessed Right," 3 encores.
"THE GOBLIN'S," Darky duet and dance. Surprise of the Evening!
"High Society," 4 encores nightly.
Every Evg. 8:10. Mats. Wed. & Sat. at 2.

LYCEUM 4th Av. & 23d St. Daniel Frohman, Manager. SOTHERN
*.*4TH WEEK OF ANTHONY HOPE'S ROMANCE
THE ADVENTURE OF LADY URSULA
Miss Harned as Ursula.
At 8:30. MATINEES THURSDAY & SAT'Y.

KOSTER & BIAL'S Mat. Sat. Adm., 50c.
TO-NIGHT—Reopening Regular Season
New Burlesque, IN GOTHAM 150 People
and FOREIGN Vaudeville Stars.

ACADEMY OF MUSIC. 14th St. & Irving Pl.
LAST WEEK. Denman Thompson and his play.
THE OLD HOMESTEAD
Last Mats. Wed. & Sat. 2. Eve. 8:15.
Monday, Sept. 26—"SPORTING LIFE."

GARRICK Theatre, 35th St., near B'way. Evenings, 8:15. Mat. Sat.
"A GOOD LAUGH."—Herald.
Hoyt's Roaring Success, A Day and a Night.

EMPIRE THEATRE, B'way & 40th St.
Last 6 nights at 8:20. Last Sat. mat. at 2:15.
Wm. Gillette and the famous Secret Service
Next Monday—John Drew in The Liars.

MADISON SQ. GARDEN, LAST WEEK
KIRALFY'S NAVAL SHOW
Daily, 3:30, 8:30. Last night, Sept. 24.

WALLACK'S LAST 6 NIGHTS. LAST SAT. MAT.
STUART ROBSON—The Meddler.
Sept. 26—Alice Nielsen Opera Company.

MANHATTAN THEATRE. 33d St. & Broadway.
IT'S NOT SO SLOW!
TURNING AWAY MONEY. THE TURTLE.

Ever Gay CASINO! 3D MONTH! YANKEE DOODLE DANDY!

Herald Sq. Thea. Eves. 8:15. Mats. Wed. & Sat., 2:15.
SECOND BIG WEEK THE FRENCH MAID

Baseball, Polo Grounds, To-day, 3:30 P. M.—St. Louis vs. New York. Adm. 50c.

THE TURF.

BROOKLYN JOCKEY CLUB RACES,
Sept. 13, 14, 15, 17, 19, 20, 21, 22, 24, 26, 27, 28, 29.
6 Races To-day at 2:15 P. M.
Field Stand 50 Cents.
TO-DAY, THE YOUTHFUL STAKES.
Special trains via L. I. R. R. direct to grand stand from 34TH ST., E. R., N. Y., leave at 12:50, 1:10. Parlor Cars attached. Foot Whitehall St., N. Y., 11:00 A. M., 12:00, 12:40, 1:00, 1:20, 1:40, 2:00, 2:20, 2:40 P. M.
BROOKLYN TRAINS.
L've Brooklyn Bridge, via 5th Av. Elevated and P. P. and C. I. R. R., every 10 minutes from 12 noon.

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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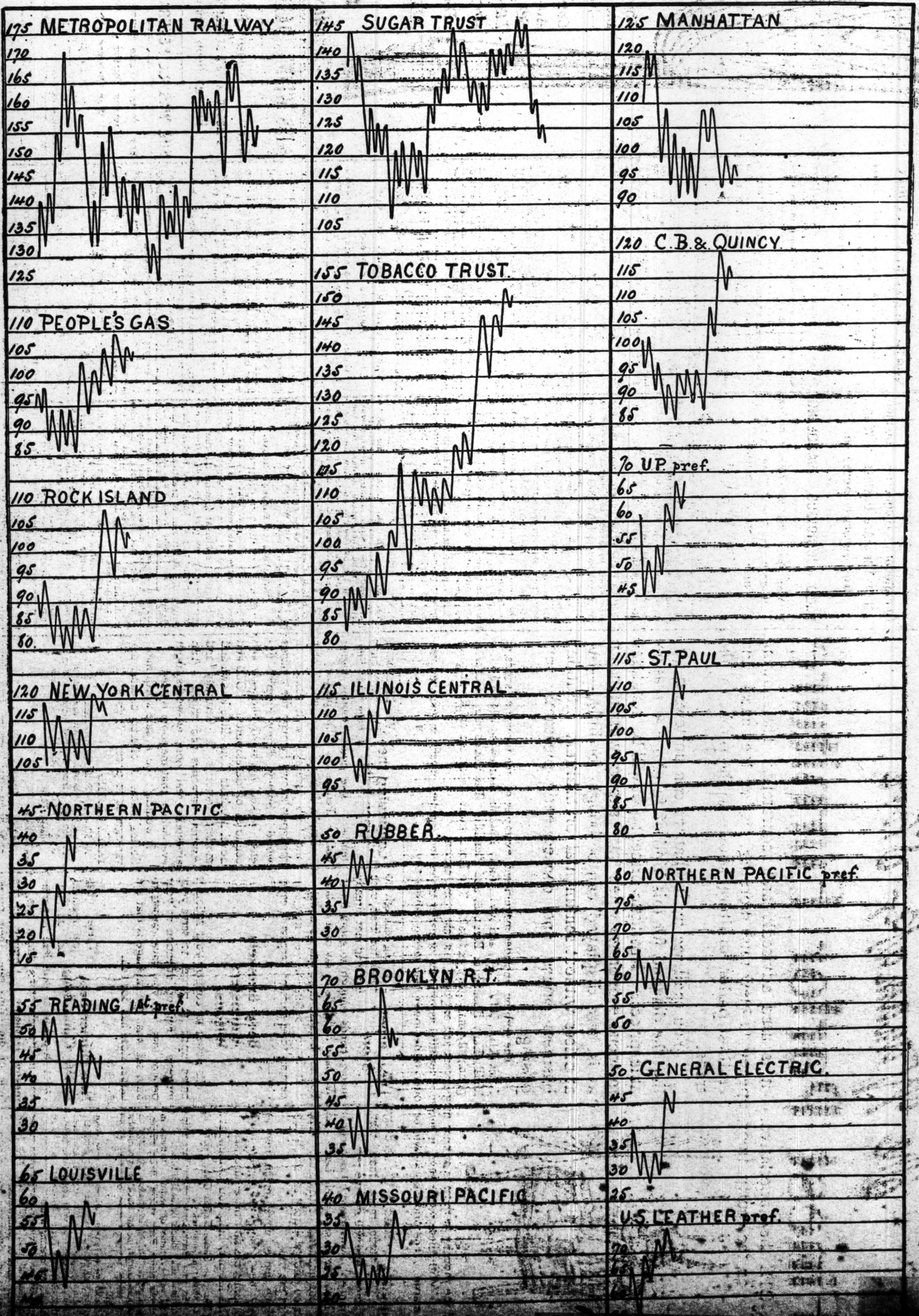
RANGE OF PRICES FROM JAN. 1 TO DATE.



[illegible] Transactions New York Stock Exchange Week Ending Sept. 17, 1898

Range for Year 1898.		Closing Sept. 17.		Net Change Past Week	STOCKS.	Amount Capital Stock Outstanding	Last Dividend.		Week Ending Sept. 17.				Closing Year Ago	Sales Week End Sept. 17, 1898.
Highest	Lowest	Bid	Ask'd				Date	Per Cent	First	High	Low	Last		
[illegible] February 15.	[illegible] April [illegible]	[illegible]	[illegible]	..	[illegible]	[illegible]	[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] August [illegible]	[illegible] July 1.	[illegible]	[illegible]	+ [illegible]	American Malting Company	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] August [illegible]	[illegible] May 1.	[illegible]	[illegible]	− [illegible]	American Malting Company preferred	[illegible]	July 1, '98.	1¾	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,000
[illegible]	[illegible] September 14.	[illegible]	[illegible]	− [illegible]	American Steel & Wire	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	...	14,051
[illegible] 6.	[illegible] August [illegible]	[illegible]	[illegible]	− [illegible]	American Steel & Wire preferred	[illegible]	Aug. 1, '98.	1¾	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6,665
[illegible] August [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	+ [illegible]	American Cotton Oil	20,237,100	....	..	[illegible]	[illegible]	[illegible]	[illegible]	24¾	20,443
[illegible] August [illegible]	[illegible] March [illegible]	[illegible]	[illegible]	− 1	American Cotton Oil preferred	10,198,600	June 1, '98.	3	[illegible]	[illegible]	[illegible]	[illegible]	75	3,543
*40 September 12.	[illegible] May 12.	[illegible]	[illegible]	..	American District Telegraph	[illegible]	May 14, '98.	1	[illegible]	[illegible]	[illegible]	[illegible]		17
140 July 20.	117½ January 1.	130	[illegible]	..	American Express	18,000,000	July 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	116½	41
15⅞ July 2.	[illegible] January [illegible]	[illegible]	[illegible]	− [illegible]	American Spirits Manufacturing Company	27,807,520	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,725
41½ August 25.	[illegible] March [illegible]	[illegible]	[illegible]	− [illegible]	American Spirits Mfg. Co. preferred	6,951,880	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2,700
145⅞ August 26.	107¾ March [illegible]	[illegible]	[illegible]	− [illegible]	American Sugar Refining Company	35,968,000	July 2, '98.	3	[illegible]	[illegible]	[illegible]	[illegible]	135⅜	227,610
118 January 6.	103 March [illegible]	111⅞	112¼	− 1¼	American Sugar Refining Co. preferred	35,968,000	July [illegible]	1¾	[illegible]	[illegible]	[illegible]	112	118¾	1,179
[illegible] September [illegible]	[illegible] March [illegible]	96	98	..	American Telegraph & Cable Company	14,000,000	June 1, '98.	1¼	97⅞	[illegible]	97⅞	98	...	45
[illegible] September [illegible]	[illegible] January 4.	151⅛	151⅞	+ 3¾	American Tobacco	21,000,000	Aug. 1, '98.	[illegible]	144	152⅛	143	151⅝	93½	206,106
[illegible] August [illegible]	*113 January 20.	130	13[illegible]	−	American Tobacco preferred	11,935,000	Aug. 1, '98.	2	130	130	130	130	112⅜	520
40½ February 7.	3[illegible] January 4.	35	36	..	Ann Arbor preferred	4,000,000	....	..	35	35	35	35	37½	105
[illegible] August [illegible]	[illegible] April 20.	13	13⅝	− ¼	Atchison, Topeka & Santa Fé	102,000,000	....	..	13½	13½	12⅞	13⅜	16⅞	6,213
[illegible] August [illegible]	22⅞ March 12.	35	35⅝	+ ½	Atchison, Topeka & Santa Fé preferred	120,696,000	....	..	34½	35⅞	33¼	35⅜	35⅞	35,790
[illegible] September 16.	[illegible] September 14.	44	44⅛	+ 2	**Baltimore & Ohio, second instalment pd.**	25,000,000	Nov. 15, '94.	2	42	44⅛	39½	44	—	25,926
[illegible] September [illegible]	[illegible] September 17.	84¼	8[illegible]	..	Baltimore & Ohio, when issued	....	....	..	85	85½	84¼	84½	...	3,300
[illegible] September 16.	[illegible] September 15.	71¼	71½	..	Baltimore & Ohio preferred, when issued	....	....	..	70	72⅛	70	71½	...	4,895
[illegible] February 3.	[illegible] August 30.	6⅝	7¼	+ 1⅛	Baltimore & Ohio Southwestern preferred	19,670,700	....	..	6½	7	6½	7	9⅝	1,848
[illegible] January 21.	⅞ March 21.	8[illegible]	8¾	− ¼	Bay State Gas	50,000,000	....	..	8½	8½	8	8⅛	11	5,140
[illegible] August 22.	35 March 12.	58[illegible]	58¾	− 4⅝	Brooklyn Rapid Transit	20,000,000	....	..	62¼	62⅝	57⅝	59	36	135,509
[illegible] August 12.	106 March [illegible]	123¾	125	− 2½	Brooklyn Union Gas	15,000,000	June 1, '98.	3	126	126	124	124	134	[illegible]
1[illegible] June 6.	8⅝ September 16.	8	9	− ¼	Brunswick City	5,000,000	....	..	9	9	8⅝	8⅝	...	270
[illegible] September 7.	25 March 12.	29	32	− ½	Buffalo, Rochester & Pittsburg	6,000,000	....	..	32	32	32	32	24	125
76½ September 7.	*61 May 3.	72½	75	− 4	Buffalo, Rochester & Pittsburg preferred	6,000,000	Aug. 15, '98.	1	72½	72½	72½	72½	64⅝	100
57⅞ February 5.	44½ March 12.	53⅞	54	+ ⅝	**Canada Southern**	15,000,000	Aug. 1, '98.	1	53⅞	53⅞	52½	53⅞	61	1,575
90½ January 20.	72 April 1.	86⅝	87¼	− ½	Canadian Pacific	65,000,000	Apl. 1, '98.	2½	86⅝	87½	86⅝	86⅝	78½	2,000
24½ September 6.	11 April 23.	22	24	+ 2	Central Pacific	68,000,000	July 1, '98.	½	22	23⅞	22	23½	17	1,550
26 August 17.	17¼ March 28.	23¼	23⅝	− ⅛	Chesapeake & Ohio	60,533,400	....	..	23½	23⅞	22⅞	23⅝	26⅝	8,400
166½ February 11.	*150 March 14.	157	...	..	Chicago & Alton	18,764,800	Sept., '98.	1¾	160	160	160	160	164	194
120 August 18.	85⅝ March 28.	115⅝	116	+ ⅝	Chicago, Burlington & Quincy	82,002,800	Sept. 15, '98.	1½	114¼	116⅝	112⅝	115⅝	101½	98,696
66 June 1.	*48 April 21.	55	55½	−	Chicago & Eastern Illinois	6,197,800	July 1, '98.	1½	54	55⅞	53	55	60½	5,670
112½ February 1.	102 January 7.	106	107	+ ¼	Chicago & Eastern Illinois preferred	5,830,700	July 1, '98.	1½	107½	107½	106	106	108	410
18 August 22.	9½ February 24.	15⅞	16	+ ⅝	Chicago Great Western	21,214,645	....	..	15⅝	16	14⅛	16	19⅝	27,220
43⅝ August 22.	28 March 15.	41½	42	+ ½	Chicago Great Western preferred A	11,180,000	....	..	40	42	39⅝	42	41	1,000
30½ August 16.	20 April 21.	27	30	+ ½	Chicago Great Western preferred B	7,444,190	....	..	27⅝	28½	27⅞	28½	29⅝	200
11 July 27.	*6⅝ April 4.	8½	9	..	Chicago, Indianapolis & Louisville	10,500,000	....	..	8⅝	8⅞	8½	8⅝	11½	[illegible]
115 September 8.	83⅝ April 21.	110⅝	110½	+ ⅝	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 19, '98.	2½	109⅝	110⅝	108⅞	110½	101½	180,775
159 August 18.	140 April 25.	157	158	− ½	Chicago, Milwaukee & St. Paul preferred	31,818,400	Apl. 19, '98.	3½	157	157	157	157	146	13[illegible]
138⅝ August 23.	113⅝ March 12.	132	132¼	− 1¼	Chicago & Northwestern	39,116,300	July 6, '98.	2½	132½	132⅝	130	131¼	131¼	9,815
*177 September 14.	163 January 3.	175	...	..	Chicago & Northwestern preferred	22,396,600	July 6, '98.	1¾	177	177	175½	175½	164½	38
108⅜ June 1.	80 March 25.	103¼	103⅝	+ ⅝	Chicago, Rock Island & Pacific	50,000,000	†Aug. 1, '98.	1½	102¾	104⅛	101¼	103⅞	95⅝	52,565
9⅝ March 8.	4½ January 3.	7½	8¼	− ⅝	Chicago Terminal & Transfer	13,000,000	....	..	7½	7⅞	7½	7⅞	...	536
37½ August 29.	22½ January 3.	34⅝	34⅞	+ ½	Chicago Terminal & Transfer preferred	17,000,000	....	..	33⅞	34⅝	33¼	34½	...	1,700
47½ August 16.	25 March 12.	41⅝	42¼	+ ⅝	Cleveland, Cin., Chi. & St. Louis	28,000,000	Aug., '98.	1½	41½	42⅝	40½	42⅜	40⅝	4,065
19¼ January 12.	11¼ March 28.	15⅝	16	+ ½	Cleveland, Lorain & Wheeling	8,000,000	....	..	15⅝	16⅝	14⅝	15⅝	...	6,7[illegible]
53⅞ September 8.	*40 August 15.	52⅝	52⅞	+ 2⅝	Cleveland, Lorain & Wheeling preferred	5,000,000	Oct. 1, '96.	1¼	50⅝	53	50	52½	...	14,06[illegible]
26⅞ January 11.	17 March 12.	21⅝	22	− 1⅜	Colorado Fuel & Iron	9,250,000	....	..	21	22½	20	21⅝	27	2,830
*18½ June 4.	14 June 28.	14	17	− 1	Colorado Midland	4,644,800	....	..	15	15	15	15	...	328
7 August 22.	4½ July 5.	4	6½	..	Columbus & Hocking Coal & Iron	4,700,000	....	..	6¼	6¼	6¼	6¼	...	100
205½ June 9.	167 March 28.	181	182	− 5	Consolidated Gas	37,730,000	Sept. 15, '98.	2	186⅝	186½	180½	181¼	233	6,040
52 September 2.	27¼ March 25.	48½	49	..	Consolidated Ice	6,500,000	Aug. 15, '98.	1	47½	49½	45⅝	49	38	5,745
92⅝ August 31.	*81 March 25.	89	90	− 2⅝	Consolidated Ice preferred	3,500,000	July 15, '98.	1½	92	92½	89⅝	89⅛	88	831
114½ February 3.	103 July 16.	108	108⅝	+ ½	**Delaware & Hudson**	35,000,000	Sept. 15, '98.	1¾	107⅝	108⅝	105⅝	108¼	121⅝	2,752
159 February 3.	144¼ April 21.	150	151½	..	Delaware, Lackawanna & Western	26,200,000	July 20, '98.	1¾	151	151	151	151	161½	1,051
15½ September 7.	10 April 26.	14	15	− 1¼	Denver & Rio Grande	38,000,000	....	..	14	14	14	14	14⅝	100
58⅝ September 6.	40 April 21.	56¼	56⅝	+ ⅜	Denver & Rio Grande preferred	23,650,000	July 15, '98.	1½	55	56⅝	54⅝	56¼	49⅞	8,970
20 June 10.	8⅝ April 21.	15½	17	− 1	Des Moines & Fort Dodge	4,283,100	....	..	16	16	14½	16	12	1,065
67 September 16.	45 April 20.	...	...	+ 2⅛	Detroit Gas	1,645,700	....	..	64½	67	64	67	50	1,250
*135½ July 7.	*115 April 22.	131	134	..	**Edison Elec. Ill. of N. Y.**	9,200,000	Aug. 1, '98.	1½	130⅝	133½	130⅝	133½	131	77
16⅝ February 4.	11 April 21.	13⅝	13⅞	− ⅛	Erie	112,282,700	....	..	14	14	13⅝	13⅝	18⅝	369
43⅝ February 11.	29¼ April 22.	36½	36⅝	+ ½	Erie first preferred	42,844,000	....	..	35¼	36⅝	35	36⅝	44⅝	2,825
21⅝ February 11.	15½ April 22.	18¼	18½	..	Erie second preferred	16,000,000	....	..	18½	18½	17⅝	18	25	800
30 September 7.	*20 February 17.	29½	29¾	+ ¾	Evansville & Terre Haute	4,000,000	Aug., '93.	7½	29	29⅞	29	29¾	30	1,116
68 September 8.	*37 April 13.	66	68	− 1	Evansville & Terre Haute preferred	1,284,000	Apl. 15, '97.	1	66	67	66	67	48	665
47½ September 16.	29¼ March 12.	46⅝	47	+ 3¼	**General Electric**	34,712,000	....	..	44⅝	47⅛	43⅝	47	40¼	16,725
79½ September 16.	76 September 15.	78⅛	78⅝	..	General Electric new	18,276,000	....	..	76½	79⅝	76	78¼	...	2,855
180 June 30.	122 July 1.	137	138	+ 3	Great Northern preferred	50,000,000	‡Aug. 1, '98.	1½	133⅞	138	133	137	...	3,376
94 August 26.	*87⅞ June 20.	91	92	..	**H. B. Claflin Company**	3,829,100	July 15, '98.	1½	91	91	91	91	100⅞	80
38¼ February 15.	15⅝ April 22.	28	29	+ 1⅜	Hawaiian Sugar	10,000,000	....	..	28	29½	27½	29¼	...	1,819
115 September 6.	96 April 21.	113¼	113½	+ ⅜	**Illinois Central**	52,500,000	Sept. 1, '98.	2½	112¼	113½	111½	113½	108	9,716
75¼ September 6.	44½ April 21.	70⅝	70⅞	− 1⅝	Illinois Steel Company	18,650,600	July, '96.	1½	73	73	64½	70⅝	49	12,380
10½ August 22.	7¼ March 18.	9	9½	− ½	Iowa Central	8,480,600	....	..	9	9	9	9	11	228
37⅞ August 16.	25 April 28.	34	35	− ½	Iowa Central preferred	5,671,600	Apl., '98.	1	34	34	33½	33½	35	310
66 August 22.	49 September 14.	54½	55½	+ 1½	International Paper Company	13,040,400	....	..	52½	56½	48	54½	...	16,499
93 August 22.	88¼ September 14.	90	91	− ¼	International Paper Company preferred	20,530,700	July 11, '98.	1½	90	90½	88¼	89⅝	...	4,167
24¼ February 10.	15 April 16.	18⅝	19	+ 1	**Kansas City, Pittsburg & Gulf**	23,000,000	....	..	18	19⅝	18	19½	25⅝	600
54⅝ August 9.	37½ March 25.	49½	50	..	**Laclede Gas**	7,500,000	Sept. 15, '98.	1½	49⅝	49⅝	48⅝	49⅝	45	1,190
96½ August 8.	85 March 12.	93	95	..	Laclede Gas preferred	2,500,000	June 15, '98.	2½	94	94	94	94	94	100
23½ August 22.	12½ March 14.	17½	18	− ⅛	Lake Erie & Western	11,840,000	....	..	17⅛	17½	17¼	17⅛	22	370
83 August 19.	66 March 14.	74¼	74½	+ 2¼	Lake Erie & Western preferred	11,840,000	Aug. 15, '98.	1¼	74½	75⅝	74¼	75½	79	900
59½ August 10.	40 January 20.	48	54	..	Long Island	12,000,000	Nov. 2, '96.	1	48	48	48	48	42½	150
60½ January 31.	44 April 21.	57¼	57½	..	Louisville & Nashville	52,800,000	July, '93.	2	57	57⅞	55⅝	57½	61⅝	33,797
120¼ January 14.	91 March 26.	96⅝	96½	+ 1¼	**Manhattan Consolidated**	30,000,000	July 1, '98.	1	96¼	97½	94½	96½	109⅝	86,661
171½ February 14.	125¼ March 26.	155½	156	− 2½	Metropolitan Street Railway	30,000,000	July 15, '98.	1¼	158⅝	158⅝	152	156¼	...	13,328
114⅞ February 8.	99½ March 12.	105	107	..	Michigan Central	18,738,000	July 29, '98.	2	106	106	106	106	111⅛	10
91 June 27.	*80 April 11.	89½	90½	..	Minneapolis & St. Louis first preferred	2,500,000	July 15, '98.	2½	89⅝	90¼	89⅝	90¼	90	55
63 June 8.	46 March 26.	59	60	− ⅜	Minneapolis & St. Louis second preferred	4,000,000	July 15, '98.	1½	59¼	59¼	59¼	59¼	62	220
99⅝ September 1.	57 January 20.	95	95½	− ½	Minnesota Iron	16,500,000	July 15, '98.	1½	96	98	88½	95	59	28,470
14⅛ January 26.	10 April 18.	11¼	11⅝	− ⅝	Missouri, Kansas & Texas	52,450,000	....	..	11⅝	11⅝	11⅝	11⅝	16½	835
41 January 28.	28⅝ March 12.	33½	34½	− ½	Missouri, Kansas & Texas preferred	13,000,000	....	..	33⅞	34⅝	32	33½	41	9,920
38⅝ August 11.	22 March 12.	34⅝	35	+ 1⅜	Missouri Pacific	47,507,000	July 1, '93.	1	33	35	31⅝	35	38½	20,383
32½ February 4.	24⅝ April 19.	27½	29	− ½	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	27½	27½	27½	27½	31	118
175 September 8.	*167½ January 4.	175	...	..	Morris & Essex	15,000,000	July, '98.	3½	175	175	175	175	168	100
39⅝ August 23.	26¼ March 26.	35	35½	..	**National Lead Company**	14,905,400	Feb. 15, '98.	1	35	35¼	33⅝	35	41⅝	4,882
*115 August 24.	99 April 12.	110½	113	+ ¼	National Lead Company preferred	14,904,000	Sept. 15, '98.	1¾	110	110	110	110	108	436
21⅛ May 23.	2½ September 17.	2	2½	− 4	National Linseed Oil	18,000,000	Sept. 15, '95.	1	5½	5½	2½	2½	19	1,875
36 August 15.	30⅝ August 1.	33¼	33½	+ 1½	National Biscuit Company	29,000,000	....	..	32	33½	31⅝	33½	...	2,485
99¼ August 9.	94½ August 1.	92½	97	+ ⅝	National Biscuit Company preferred	23,000,000	Aug. 31, '98.	1¾	95	96½	95	96½	...	325
43 September 13.	41 August 4.	40	45	+ 1	New Central Coal	1,000,000	....	..	42	43	42	43	...	500
98½ January 8.	86½ March 26.	93½	93⅝	+ 3	New Jersey Central	22,497,000	Aug. 1, '98.	1	90¼	94½	89¼	93	100¼	3,755
107 September 17.	[illegible] April 5.	105	107	+ 11½	New York Air Brake	5,000,000	1896.	6	95⅝	107	92½	106	27	8,909
120½ August 8.	105 March 26.	116½	117	− ⅜	New York Central	100,000,000	July 15, '98.	1	117	117¼	116⅝	117	114⅞	9,324
195⅞ August 22.	*178¼ January 7.	191	194	..	New York, New Haven & Hartford	50,534,500	Jun 30, '98.	2	190	190	190	190	...	3
17 February 7.	11½ April 21.	14½	15½	..	Norfolk & Western	66,000,000	....	..	14	14	14	14	16½	46
56¼ February 7.	42½ March 12.	52	52¼	− ⅜	Norfolk & Western preferred	23,000,000	Aug. 24, '98.	2	52½	53⅛	51⅝	52½	44¼	7,540
7¼ August 23.	4¼ January 15.	6⅝	6⅞	− ⅛	North American	39,733,100	....	..	6½	6½	6½	6½	6½	805
42½ September 16.	19 February 24.	41⅝	42	+ 3⅝	Northern Pacific	79,800,000	....	..	37⅝	42½	36⅝	41¾	21⅝	218,615
79⅞ September 6.	56⅞ March 12.	78⅛	78¼	+ ⅞	Northern Pacific preferred	75,000,000	Sept. 6, '98.	1	77¼	78⅝	76½	78¼	55⅞	73,637
18⅞ February 2.	13⅝ April 25.	16	16⅛	+ ⅝	**Ontario & Western**	58,113,982	....	..	15½	16¼	15¼	16¼	19⅝	1,640
61½ August 22.	35½ January 7.	57	58	+ 1½	Oregon Railroad & Navigation	24,000,000	July 2, '98.	1	55½	57½	55½	57½	39½	705
77½ August 31.	65½ March 29.	76	77½	..	Oregon Railroad & Navigation preferred	11,000,000	July 1, '98.	2	75½	76	75	76	71½	715
37⅝ August 27.	19⅝ January 3.	33½	35	− 2	Oregon Short Line	27,435,700	....	..	34½	35¼	33	33¼	22½	627
47½ August 19.	34½ July 20.	46	47½	+ 2	**Pacific Coast**	6,809,600	....	..	45	47½	43⅝	47½	...	2,318
91 June 28.	*82⅝ September 15.	83	86	..	Pacific Coast first preferred	1,515,500	July 20, '98.	5	83	84	82⅝	84	...	62
69 September 17.	57 July 20.	68½	69	+ 1½	Pacific Coast second preferred	3,914,400	July 20, '98.	1	67	69	66½	69	...	1,064
35⅝ August 22.	21 April 21.	32⅝	33	+ ¼	Pacific Mail	20,000,000	June 2, '98.	1	32½	33¼	31⅝	33⅛	38	8,816
120⅝ February 7.	110⅝ March 12.	117½	118	..	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	117⅞	118⅝	117½	118	118¾	2,623
108 August 31.	86½ March 26.	105⅝	105½	+ 1½	People's Gas, Chicago	25,000,000	Aug. 25, '98.	1½	103¾	106⅞	102¼	105½	107⅛	66,500
71 February 7.	57 March 23.	66	67	− ½	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '96.	2	62¾	62¾	62½	62½	67	1,330
*10 September 6.	5¾ June 11.	8	8½	..	Pittsburg & Western preferred	5,000,000	....	..	7¾	7¾	7¾	7¾	11¾	50
216 July 15.	165 March 12.	189	190	+ 2½	Pullman Palace Car Company	36,000,000	Aug. 15, '98.	$2	186	189	186	189	184¾	701
23⅝ January 6.	15½ March 26.	18⅝	19	+ 1	**Reading**	69,900,000	....	..	18½	19½	17½	19	29	5,600
54½ February 3.	36 March 12.	45	45¼	+ 2	Reading first preferred	28,000,000	....	..	43⅝	46¼	42	45¼	57	15,936
29 January 6.	18⅝ March 26.	22½	23¼	+ 1¼	Reading second preferred	42,000,000	....	..	20⅞	23	20⅞	22⅝	35⅝	2,200
69¼ August 27.	50⅝ March 15.	...	...	..	Rio Grande Western preferred	6,500,000	Aug. 1, '98.	1¾	67	67½	67	67½	56	35
8⅝ February 11.	5½ March 7.	6	7	..	**St. Joseph & Grand Island**	4,600,000	....	..	7¼	7⅝	7¼	7¼	8	15
63 June 11.	45 February 24.	55½	56	− 1	St. Joseph & Grand Island first preferred	5,491,000	July 15, '98.	2½	57	57	57	57	49	207
23¼ June 11.	13½ April 25.	17¼	20	− 1	St. Joseph & Grand Island second preferred	3,500,000	....	..	18	18	18	18	17½	290
9 August 25.	6 March 26.	8¼	8⅝	− ⅜	St. Louis & San Francisco	26,443,980	....	..	8⅛	8¼	8	8	8	1,410
68¼ August 22.	52½ March 12.	65½	66	+ ½	St. Louis & San Francisco first preferred	5,000,000	July 6, '98.	2	65	66	64	66	55¼	1,500
34⅝ August 24.	22½ February 24.	32⅝	32⅞	− ⅛	St. Louis & San Francisco second preferred	14,335,700	July 6, '98.	1	32	33¼	31¼	32½	21⅝	5,425
14⅛ August 18.	7⅝ March 12.	12	12½	..	St. Louis Southwestern preferred	20,000,000	....	..	11½	12¼	11½	12	13	1,467
171 August 26.	*121½ January 6.	168	170	..	St. Paul, Minnesota & Manitoba	20,000,000	Aug. 1, '98.	1½	169½	169⅝	169½	169⅛	124⅝	810
87 August 17.	65 March 12.	82	83	..	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	81½	82¼	78⅝	82	88¼	4,206
160 September 15.	*148 January 5.	159	161	..	St. Paul & Omaha preferred	12,646,833	Aug. 20, '98.	3½	160	160	160	160	145	115
23 September 17.	12 April 13.	22⅝	23¼	+ 1	Southern Pacific	108,232,270	....	..	21¾	23	21½	23	21⅝	2,291
10 August 23.	7 April 21.	9	9¼	+ ⅛	Southern Railway	119,900,000	....	..	9	9¼	8⅞	9	12⅛	5,535
36⅝ August 27.	23⅝ March 26.	34¼	34½	..	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	34¼	34⅞	32½	34½	36⅝	22,484
10⅛ August 26.	3⅛ January 3.	7⅛	7⅝	− ½	Standard Rope & Twine	12,000,000	....	..	7⅝	8	6⅝	7⅛	7⅝	2,316
34½ August 22.	17 March 12.	29⅛	29⅝	..	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	29	29¾	26¾	29¼	33⅛	16,865
16⅝ August 24.	8⅞ March 12.	14⅝	14¾	+ ⅜	Texas Pacific	38,706,700	....	..	14	14¾	13½	14¾	14	5,406
9½ August 19.	5 May 27.	...	...	− ⅛	Texas Pacific & Land Trust	10,370,000	....	..	7¾	7¾	7¾	7¾	...	100
194½ February 16.	155 April 21.	175	178	..	Third Avenue	10,000,000	Aug. 31, '98.	2	172	177	172	175	152	70
34½ August 30.	16⅛ March 25.	33⅜	33⅞	+ 2⅞	**Union Pacific Railway**	61,000,000	....	..	30¼	34⅜	29⅝	33⅝	...	94,346
67⅞ September 6.	[illegible] March 12.	67	67⅞	+ 2⅛	Union Pacific Railway preferred	75,000,000	....	..	64⅝	67⅞	63¼	67	...	108,175
10¼ February 18.	[illegible] August 3.	6½	6⅝	+ ⅛	Union Pacific, Denver & Gulf	27,894,900	....	..	6¼	6⅞	5⅝	6½	...	10,588
*49 February 8.	38 April 14.	40	44	..	United States Express	10,000,000	May 16, '98.	1½	42	43⅝	42	43⅝	44	25
8⅞ May 24.	5¼ April 25.	7⅛	7¼	..	United States Leather	61,569,900	....	..	7⅝	7⅝	7⅛	7⅛	9½	315
74½ August 22.	53⅝ March 26.	69½	69⅝	+ ½	United States Leather preferred	60,969,900	July 1, '98.	1½	70	70	68⅝	69½	69½	17,099
48½ August 17.	14¼ March 12.	45⅝	46	+ 3⅞	United States Rubber	20,166,600	Feb. 15, '97.	2	41⅞	47⅞	40½	45⅞	19¼	38,628
109½ August 17.	60 March 12.	104⅜	105	+ 2½	United States Rubber preferred	19,400,500	July 30, '98.	2	102¾	105½	100½	104⅞	70	8,763
9½ August 31.	6¼ March 25.	8⅝	8⅝	+ ¼	**Wabash**	28,000,000	....	..	8⅛	8½	8⅛	8½	8¾	1,915
24½ August 31.	14¼ March 7.	22⅝	23	+ 2⅛	Wabash preferred	24,000,000	....	..	20½	22⅞	20	22⅞	23⅝	16,235
*125 August 31.	*112½ May 5.	120	125	..	Wells-Fargo Express	8,000,000	July 15, '98.	3	120	120	120	120	109	17
102⅞ January 8.	87¼ April 25.	...	95	− ⅛	West Chicago Street	13,189,000	Aug. 15, '98.	1½	95⅝	95⅝	94⅞	94⅞	...	1,600
95⅝ August 17.	82⅝ March 26.	93⅝	93⅞	+ ½	Western Union Telegraph	97,370,000	July 15, '98.	1¼	93¼	94	92	93½	96⅛	8,198
2⅞ August 29.	2 September 15.	2½	2¾	− ½	Wheeling & Lake Erie, third ass't paid	10,894,800	....	..	2½	2⅝	2	2½	...	3,455
17 September 17.	14½ August 29.	15⅝	17¼	+ 2¼	Wheeling & Lake Erie pf., third ass't paid	3,316,000	May 15, '94.	2	14⅝	17	14⅝	17	...	2,190
3⅞ January 17.	1¼ September 8.	2	2½	+ ⅜	Wisconsin Central	12,000,000	....	..	1¼	2	1¼	2	3¼	400

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †And 10 per cent. in stock.

‡And 50 per cent. in Seattle and Montana stock, exchangeable for 40 per cent. of Great Northern preferred.

Of the amount of stock outstanding credited to Lake Shore and Michigan Central, $45,044,900 of the former is in the New York Central collateral trust and $15,291,[illegible] of the latter.

Bond Transactions New York Stock Exchange Week Ending Sept. 17, 1898.

BONDS.

Sales Week End'g Sept. 17.$15,288,900

BONDS.	Week Ending Sept. 17. First	High.	Low.	Last.	Sales.
Adams Express 4s	100	100¼	99¾	100	67½
American Cotton Oil 8s	107½	107½	107¼	107¼	2
American Tobacco scrip	98	100	98	100	23
Ann Arbor 1st 4s	88	89	88	89	12
Atchison, Topeka & Santa Fé gen. 4s	94¾	95¼	94¼	95	465
Atchison, T. & S. F. adjustment 4s	71¾	72¾	70½	72⅛	1,245
Austin & Northwest 1st 5s	88	88	88	88	10
Balt. & Ohio 5s, 1885-1925, certs	114¾	115⅛	114¾	115	53
Balt. & Ohio 1st, Parkersburg Branch 6s	112⅜	112⅜	112⅜	112⅜	2
Balt. & Ohio 1st, Parkersburg Bch. 6s, tr. r.	111⅝	115	111⅝	115	20
Balt. & Ohio ext. 4s, trust receipts	119	119	119	119	7
Balt. & Ohio 3½s, when issued	96¼	96⅝	96⅛	96¼	349
Balt. & Ohio 4s, when issued	93⅝	95	93⅝	94⅝	553
Balt. & Ohio Southwestern 1st cons. 4½s	76	76	76	76	2
Baltimore & Ohio Southwestern 1st gtd. 4½s	102½	102½	102½	102½	5
Brooklyn Elevated 1st 6s, trust receipts	93	93	93	93	91
Brooklyn Rapid Transit 5s	104	104½	104	104½	48
Brooklyn Union Gas 5s	115½	115½	115¼	115¼	11
Brooklyn Wharf & Warehouse 5s	94	94	93	93	7
Buffalo, Rochester & Pittsburg gen. 5s	106	106	106	106	4
Burlington, Cedar Rapids & Northern 5s	106¾	106¾	106¾	106¾	1½
Canada Southern 1st 5s	109¾	109¾	109	109½	7
Canada Southern 2d 5s	107¾	109	107¾	109	15
Central of Georgia consol. 5s	89⅞	90	88	90	63
Central of Georgia 1st preference income 5s	39¾	41	39	41	30
Central of Georgia 3d preference income 5s	4½	4½	4½	4½	3
Central of New Jersey 1st consol., 1899	103⅜	103⅜	103⅜	103⅜	12
Central of New Jersey general 5s	113½	113½	113½	113½	3
Central of New Jersey general 5s, reg.	112½	112½	112	112	21
Chesapeake & Ohio 4½s	86½	86½	84½	86½	211
Ches. & Ohio, Rich. & Alle. 1st consol. 4s	101	101	101	101	10
Ches. & Ohio, Rich. & Alle. 2d consol. 4s	93¾	93¾	93¾	93¾	5
Chesapeake & Ohio consolidated 5s	115⅝	115⅝	115	115	39
Chicago, Burlington & Quincy, Neb. ext. 4s	101⅛	101¼	101⅛	101¼	10
Chicago, Burlington & Quincy consol. 7s	115½	115½	115½	115½	5
Chicago, Burlington & Quincy deb. 5s	110⅛	110⅛	109¾	110	22
Chi., Bur. & Quincy sinking fund 5s	105	105	105	105	4
Chi., Bur. & Quincy, Denver. Div. 4s	102	102	102	102	6
Chicago, Burlington & Quincy conv. 5s	114	115	114	115	2
Chicago & Eastern Illinois general 5s	107½	107½	107½	107½	1
Chicago & Erie 1st 5s	110½	110½	110	110	19
Chicago & Indiana Coal Ry. 1st 5s	105	105	105	105	1
Chicago, Indianapolis & Louisville refdg. 6s	107	107	106½	106½	5
Chicago, St. Louis & New Orleans 5s, reg.	123	123	123	123	1
Chi., St. P., Minn. & Omaha consol. 6s	135	135	135	135	25
Chicago, St. Paul & Minneapolis 1st 6s	135	135	135	135	2
Chicago Terminal Transfer 4s	87¾	88¼	87½	88¼	92
Cincinnati, Dayton & Ironton 5s	111	111	111	111	5
Colorado Coal & Iron 6s	100	100	100	100	3
Colorado Midland 2-4s	59	59	59	59	2
Columbus & Ninth Avenue 5s	120½	121¼	120½	121¼	19
Dallas & Waco 1st 5s	83	83	83	83	1
Delaware & Hudson, Penn. Div. 7s	146	146	146	146	1
Denver & Rio Grande Improvement 5s	94½	94½	94½	94½	10½
Denver & Rio Grande 4s	97	97	96½	96½	54
Des Moines & Fort Dodge 1st 4s	94	94	94	94	2
Detroit City Gas 5s	94	94	93¾	93¾	36
East Tenn., Va. & Ga. con. 5s	113	113	113	113	2
East Tenn., Va. & Ga. Divisional 5s	114¼	114¼	114	114	4
Edison Elec. Ill. of N. Y. consol. 5s	117½	117½	117½	117½	5
Elizabeth, Lexington & Big Sandy 5s	101½	101½	101½	101½	1
Equitable Gas & Fuel of Chicago 1st 6s	104	104	104	104	6
Erie prior lien 4s	92¼	92¼	91¾	92¼	112
Erie 1st consol. 7s	141⅝	141⅝	141⅝	141⅝	8
Erie general lien 4s	71¼	72¼	71¼	72	79
Evansville & Indiana 1st consol. 6s	90	94	90	94	13
Evansville & Terre Haute general 5s	91	100	89¾	99¾	257
Fort Worth & Den. City 1st 4-6s	74¾	75	74	75	87
Gal., Har. & San An., Mex. & Pac. 5s	98¼	98¾	98	98¾	85
Galveston, Houston & Henderson 5s	97¼	97½	97¼	97½	7
Georgia Pacific 1st 6s	121	121	120½	121	8
Green Bay debenture, A	42½	42½	42½	42½	2
Green Bay debenture, B	5	5	5	5	12
Houston & Texas Central gen. 4s	82	82	82	82	10
Houston & Texas Central 1st 5s	112	112	112	112	1
Houston & Texas Central consol. 6s	109½	109½	109½	109½	3
Houston, East. & West. Texas 5s	94	95½	94	95½	45
Illinois Central 4s, 1953	101½	101¾	101½	101¾	13
Illinois Central, St. Louis Division 3s	79½	79½	79½	79½	5
Illinois Central, Louisville Div. 3s	93¾	94	93¾	93¾	17
Indiana, Decatur & Western 1st 5s	103½	103½	103½	103½	1
International & Great Northern 1st 6s	121	121	121	121	1
International & Great Northern 2d 5s	87	87	87	87	5
Iowa Central 1st 5s	104	104	103¾	104	85
Jefferson Railroad 1st 5s	104½	104½	104½	104½	10
Kansas City & Pacific 1st 4s	73	73	73	73	10
Kansas City, Pittsburg & Gulf 1st 5s	77¾	78⅛	77½	78¼	180
Kansas & Texas 1st 4s	89	89	88	88¾	90
Kansas & Texas 2d g. 4s	63¼	63½	61½	62⅞	123
Kings County Elevated 1st 5s	57	57	57	57	4
Laclede Gas Light of St. Louis 1st 5s	104½	105	104½	104⅞	13
Lake Erie & Western 2d 5s	104	104	104	104	5
Lake Shore 3½s	105¾	106¼	105¾	106¼	17
Lehigh Valley of New York 1st 4½s	101½	101½	101½	101½	5
Lehigh Valley Terminal 5s	112	112	112	112	4
Lexington Avenue & Pavonia Ferry 1st 5s	119½	120	119½	120	23
Long Island general 4s	88	90	88	90	6
Long Island Ferry 4½s	90	90	90	90	1
Louis., Evans. & St. Louis consol. 5s, tr. r.	39½	39½	39½	39½	20
Louisville & Nashville unified gold 4s	88¾	89½	88¾	89½	36
Louisville & Nashville gen. mtge. 6s	118½	118½	118½	118½	5
Louis. & Nash., Pensacola & Atlantic 1st 5s	106	106	106	106	6
Louisville, New Albany & Chicago 1st 6s	113	113	113	113	1
Manhattan Consolidated 4s	93¾	93¾	93¾	93¾	18
Metropolitan Elevated 1st 6s	117	117	117	117	1
Metropolitan Elevated 2d 6s	103¾	103¾	103¾	103¾	7
Metropolitan Street Railway 5s	113½	113½	113½	113½	41
Mexican International consol. 4s	76	77	76	77	73
Michigan Central 5s, 1902	107	107	105½	105½	11
Michigan Central consol. 7s	112	112	112	112	1
Mil. & Northern 1st 6s, 1910, main line	120½	120½	120½	120½	5
Milwaukee & Nor. 1st, 1913, consol. 6s	121½	121½	121¼	121¼	11
Milwaukee & Nor. 1st, 1913, consol. 6s	107½	108	106	108	53
Missouri, Kansas & Eastern 1st 5s	101¾	102	101½	102	2
Missouri, Kansas & Texas of Texas 5s	84	84½	83½	84½	54
Missouri Pacific consol. 6s	104¼	105	104	104¾	107
Missouri Pacific trust 5s	80	80	80	80	5
Missouri Pacific 3d 7s	111½	111½	111½	111½	2
Mobile & Ohio, Montgomery Div. 5s	102	102½	102	102½	12
Mobile & Ohio general 4s	76½	76½	76½	76½	5½
Nash., Chat. & St. Louis consol. 5s	103½	103½	102⅞	103	40
New York Central, Mich. Cent. collat. 3½s	93	93½	93	93½	16
New York Central, Lake Shore collat. 3½s	94½	94½	94¼	94½	54
New York Central 3½s	107½	107½	107½	107½	1
New York Central debenture 5s	108½	108¾	108½	108¾	5
New York, Chicago & St. Louis 4s	105¾	107	105¾	106½	18
New York & Greenwood Lake 5s	107	107	107	107	5
N. Y., N. H. & H. consol. 4s deb. certfs.	180¼	180½	180	180	13
New York, Ontario & Western refdg. 4s	99	101⅜	99	101⅜	85
New York, Ontario & Western consol. 5s	107	107¼	107	107¼	46
New York, Sus. & Western general 5s	89	89	89	89	1
New York, Sus. & Western refdg. 5s	108	108	108	108	1
Norfolk & Western consol. 4s	86	86	85	85½	47½
Norfolk & Western general 6s	123	123	123	123	1
Northern Pacific Terminal 1st 6s	112	112	112	112	3
Northern Pacific 1st 6s	113	113	113	113	2
Northern Pacific 1st 6s, registered	112½	112½	112½	112½	1
Northern Pacific general lien 3s	67½	68	66½	68	648
Northern Pacific prior lien 4s	100¾	101¼	100½	101¼	253
Northern Pacific prior lien 4s, registered	99½	101½	99½	100¾	40
Northern Railway of California 5s	108	108½	108	108½	30
Northwestern sinking fund deb. 5s	111	111	111	111	5
Northwestern consol. 7s	142½	142½	142	142	7
Northwestern gold 7s, coupon	114½	115	114½	115	3
Northwestern general 3½s	103	103	102½	102½	5
Ohio & Miss. 1st 6s, Springfield Div.	104¼	104¼	104¼	104¼	6
Oregon Railroad & Navigation 4s	99½	99½	99¼	99½	40
Oregon Short Line 1st 6s	126	126	125	126	4
Oregon Short Line consolidated 5s	106	106	105½	106	30
Oregon Short Line Income A	73½	75	73	75	103
Oregon Short Line Income B	57	58	56½	58	158
Pacific Coast 1st 5s	105½	105½	105	105	17
Pennsylvania 4½s	113½	114½	113½	114¼	13
Peoria & Eastern 1st 4s	78½	79	78½	79	16
Pittsburg, Shenango & Lake Erie 1st 5s	110½	110½	110½	110½	5
Pittsburg & Western 1st 4s	90	91½	90	91½	70
Reading general 4s	86¾	88½	87½	88½	206
Richmond & Danville deb. 5s, stamped	104	104	104	104	1
Rio Grande Western 1st 4s	90	90	89½	89½	72
Rome, Watertown & Ogdensburg consol. 5s	[illegible]	[illegible]	[illegible]	[illegible]	1
Rock Island general 4s	[illegible]	[illegible]	[illegible]	[illegible]	55
Rock Island 1st 6s, coupon	[illegible]	131½	[illegible]	131½	1
St. Joseph & Grand Island 1st 2-3-4s	70	70	70	72	26
St. Louis & Iron Mountain gen. 5s	98⅝	98⅝	98	98½	43
St. Louis & San Francisco gen. 5s	105½	105½	105	105	24
St. Louis & San Fran. 2d 6s, Class B	115⅝	115⅝	115⅝	115⅝	2
St. Louis & San Francisco 4s	79½	79½	79	79	16
St. Louis Southwestern 1st 4s	78¾	79	78¾	79	35
St. Paul consolidated 7s	152	152	152	152	3
St. Paul 1st, Chicago & Pac. Western 5s	117	117	116¾	116¾	6
St. Paul general 4s, Series A	105¼	105½	105¼	105½	65
St. P., M. & M., Montana Central 5s	108½	108½	108½	108½	1
St. P., M. & M. consol. 6s, reduced to 4½s	108½	109	108½	109	6
San Antonio & Aransas Pass 4s	66¾	67½	65¾	67½	223
Scioto Valley & New England 4s	90	90	90	90	3
South Carolina & Georgia 1st 5s	98	98	98	98	2
Southern Pacific of New Mexico 1st 6s	109¼	109¼	108	108½	22
Southern Pacific of California consol. 5s	102	102½	102	102½	23
Southern Railway 5s	97⅛	97¼	96⅛	97¼	136
Southern Railway, Memphis Div. 1st 4-4½-5s	105	105	105	105	1
Standard Rope & Twine 6s	79	79	77	78	46
Standard Rope & Twine income	20½	22½	19¾	22¼	249
Tenn. Coal & Iron 1st 6s, Birm. Div.	93½	93½	93	93	8
Tenn. Coal & Iron 1st 6s, Tenn. Div.	92½	93	92½	93	2
Texas & New Orleans consol. 5s	101¼	101¼	100¾	101¼	41
Texas Pacific, Eastern Railway 1st 6s	105½	105½	105½	105½	1
Texas & Pacific 1st 5s	106¼	106¼	106¼	106¼	24
Texas & Pacific 2d inc. 5s	45¼	47½	43⅞	46⅝	1,134½
Union Elevated, Brooklyn, 1st 6s, tr. r.	92½	92½	92⅜	92⅜	32
Union Pacific new 4s	98⅜	98¾	97⅝	98½	1,031
Union Pacific, Den. & Gulf 1st 5s, t. r.	75¾	77	74½	77	659
Wabash 1st 5s	111¼	112	111¼	111¼	44
Wabash 2d 5s	88	90	88	90	72
Wabash debenture, Series B	32	35	31¾	34½	429
West Shore 4s	109	109⅜	109	109¼	29
West Shore 4s, registered	108¾	109⅛	108¾	109	11
Western New York & Pennsylvania 1st 5s	107	108	107	107¾	28
Western New York & Pennsylvania inc. 5s	15	15	14½	14½	7
Western New York & Penn. general 3-4s	56	58¾	56	58¾	5
Western Pacific 6s	102¼	102¼	102¼	102¼	3
Western Union debenture 7s, 1875	105½	105½	105½	105½	1
Western Union collateral trust 5s	113	113	113	113	10
Wilkesbarre & Eastern 1st 5s	99½	99½	99½	90½	9
Wisconsin Central 1st 5s, trust receipts	55	57½	52½	57¼	1,234
Wisconsin Central income	6	6¼	5⅝	5⅝	14
Total sales					$13,962,400

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending Sept. 17, 1898.

	First	High	Low	Last	Sales
District of Columbia 3-65s	116	116	116	116	7
United States 4s, 1925, coupon	127¼	127¼	127¼	127¼	1
United States 4s, 1925, registered	127¼	127⅝	127¼	127⅝	35
United States 4s, 1907, coupon	112	112	111½	111½	23½
United States 4s, 1907, registered	110¼	110¼	110½	110½	1
United States 3s, when issued	105½	105½	105⅛	105⅜	1,181½
United States 3s, small, when issued	104⅝	105¼	104⅝	105	14
United States 3s, registered, when issued	105¼	105¼	105¼	105¼	9½
Total sales					$1,272,500

*In $100.

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending Sept. 17, 1898.

	First	High	Low	Last	Sales
Virginia funded debt 2-3s, 1991	76	76⅝	75⅝	76⅝	34
Virginia deferred 6s, trust receipts	7½	7½	7½	7½	20
Total sales					$54,000
Grand total					$15,288,900

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	110½	Sept. 16
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 26	111½	Sept. 16
United States 4s, 1925, registered	129½	Jan. 11	116¾	Apr. 19	127⅝	Sept. 14
United States 4s, 1925, coupon	129¾	Jan. 12	117¾	Apr. 19	127¼	Sept. 14
United States 5s, 1904, registered	115	Jan. 12	108¾	May 2	112	Aug. 24
United States 5s, 1904, coupon	115	Jan. 14	109¾	May 2	112½	Sept. 2
United States currency 6s, 1899	104	Jan. 22	102¼	Aug. 11	102¼	Aug. 11
United States 3s, 10-20, 1918, when issued	105½	Aug. 18	104	July 23	105½	Sept. 17
United States 3s, 10-20, 1918, small, when is.	105½	Aug. 4	104½	Sept. 2	105	Sept. 17
United States 3s, 10-20, 1918, reg., w. issued.	105⅝	Sept. 10	105	Aug. 12	105¼	Sept. 15
District of Columbia 3-65s	117	Sept. 2	115	Mch. 28	116	Sept. 12

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class A, small	105	Aug. 10	105	Aug. 10	105	Aug. 10
Alabama, Class B	105⅛	Aug. 17	105⅛	Aug. 17	105⅛	Aug. 17
Alabama Class C	100	Feb. 28	98	Aug. 5	98	Aug. 5
Louisiana consolidated 4s	105	Sept. 6	100	May 14	103	Sept. 7
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	93½	Aug. 18	87	May 10	92½	Sept. 6
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 16
Virginia funded debt 2-3s, 1991	76¼	Sept. 15	65	Apr. 22	76⅝	Sept. 16
Virginia deferred 6s, trust receipts	9½	Aug. 30	4½	Feb. 15	7½	Sept. 12

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	355	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	167	June 13	170	Sept. 8
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	206	Sept. 17
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Importers & Traders'	480	Aug. 30	480	Aug. 30	480	Aug. 30
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175¼	June 2
Mechanics & Traders'	120	July 9	120	July 9	120	July 9
Merchants'	148½	Jan. 4	146	Mar. 8	146	Aug. 30
New York	235	Apr. 14	235	Apr. 14	235	Aug. 26
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135½	Feb. 15	135	June 4	135	June 9
Park	343	Aug. 25	283	Jan. 28	343	Aug. 25
Phenix	90	Aug. 13	85	Aug. 11	90	Aug. 13
Republic	157	Mar. 31	151	Sept. 8	151	Sept. 8
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99½	Jan. 20
State of New York	103	Aug. 17	102	June 18	103	Aug. 17
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Apr. 22

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Gallatin	310	Aug. 19
Butchers & Drovers'	96	Nov. 27	Manhattan	230	Nov. 13
Chemical	4200	Feb. 2	Metropolis	475	April 21
Citizens'	132	Nov. 19	New York County	800	March 23
East River	140	Nov. 26	Seaboard	170	July 19
Fourth National	195	Nov. 30	Third National	85	March 14

MONEY AND EXCHANGE.

Money on call loaned at 3 per cent.

Time money, 4 per cent. for sixty days to four months, and 4½ per cent. for longer periods. Commercial paper rates, 4@4½ per cent. for sixty to ninety days' indorsements, 4½@5½ per cent. for choice single names, and 5@6 per cent. and upward for others.

The Bank of England lost £101,243 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 49, became 49.31 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France lost 7,800,000f gold and 4,400,000f silver.

Foreign exchange market weaker. Posted rates were $4.83 for sixty days and $4.85 for demand. Actual rates were $4.81¾@$4.82 for sixty-day bills, $4.83¾ for demand, $4.84¼ for cable transfers, and $4.80¾@$4.81½ for commercial.

In Continental, Paris francs were quoted at 5.23¾ for long and 5.21⅞ for short, reichsmarks at 94 3-16 and 94¾@94 15-16, and guilders at 39 15-16 and 40 1-16@40⅛.

New York exchange was quoted as follows: Chicago—25c discount. Boston—par@5c premium. San Francisco—Sight, 17½c premium; telegraphic, 20c premium. New Orleans—Commercial, $1 discount; bank, 50c premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, 25c discount; over counter, par. St. Louis—25c discount.

Complete Bond Quotation List, New York Stock Exchange, Week Ending Sept. 17, 1898.

	Range for Year 1898.				
	Highest.	Lowest.	Last Sale.	Bid.	Ask.
Alabama Midland 1st gtd. g., 1928	[illegible] Aug [illegible]	81 Jan [illegible]	[illegible] Aug [illegible]	..	[illegible]
Ann Arbor 1st g. 4s, 1995	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Atch., Top. & S. F. gen. g. 4s, 1995	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do., registered	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do., adjustment g. 4s, 1995	[illegible] Sep 7	[illegible]	[illegible]	[illegible]	[illegible]
Atlantic & Pacific income	[illegible] Jan 7	[illegible] Jan 7	[illegible]	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	.. ....	.. ....	[illegible] Feb., 97	..	..
Atlantic & Danville 1st g. 6s, 1950	[illegible] Jun 24	86 Jan 5	[illegible] Aug 9	..	[illegible]
Balt. & Ohio 1st 6s, Park'b. Br., 1919	118½ Feb 11	100 Apr 6	[illegible] Sep 15	..	..
Do., do., trust receipts	115½ Sep 9	111½ Sep 15	[illegible] Sep 15	115	116
Do., gold 5s, 1885-1925	115½ Aug 21	80 Jan 13	115½ Aug 11	..	..
Do., registered	115½ Jul 15	105½ Jun 17	115½ July 19	..	..
Do., eng. certs. of deposit	115½ Sep 15	80 Jan 20	115 Sep 16	115	115½
Do., do., registered	112¾ Jun 27	98 Feb 4	111¼ Aug 1	..	..
Do., extended 4s, 1885, tr. recta.	119 Sep 15	119 Sep 15	119 Sep 15	..	..
Do., con. g. 5s, 1988	118½ Sep 7	97 Apr 6	118½ Sep 7	..	..
Do., registered	116½ Aug 10	105 May 24	116 Aug 22	..	..
Do., J. P. M. Co. certs	116½ Aug 5	97 Apr 9	116½ Aug 5	119	119½
Do., do., registered	112¾ Jul 20	112¾ Jul 20	112¾ July 20	..	..
Baltimore Belt 1st g. 5s, int. gtd., 1990	101 Aug 11	84 Jan 11	100 Aug 15	..	..
West Va. & Pitts. 1st g. 6s, 1990	.. ....	.. ....	105½ Oct., 95	..	..
Monongah. River 1st gtd. g. 5s, 1919	.. ....	.. ....	104½ July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	104½ Aug 5	96 Jan 27	104½ Aug 5	103	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	.. ....	.. ....	102½ Nov., 96	102½	..
Do., coupon off	105 Aug 9	100 Jul 21	105 Aug 12	..	..
Pitts. & Connellsv. 1st g. 4s, 1946	107¼ Jul 28	105¼ Jun 24	107¼ July 28	..	..
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	103 Jun 13	98½ Jan 17	102½ Sep. 15	..	..
Do., 1st consolidated g. 4½s, 1993	76 Sep 13	76 Sep 13	76 Sep 13	..	..
Do., 1st inc. g. 5s, Series A, 2043	27½ Jun 8	27 Jun 6	27½ June 8	..	..
Do., do., Series B, 2043	9½ Feb 3	8 May 25	9 June 6	..	..
Ohio & Mississippi 2d con. 7s, 1911	123½ Jul 12	120 Jul 8	122½ July 12	..	..
Do., 1st Springfield Div. 7s, 1905	106 Aug 13	102½ May 2	104½ Sep 13	..	105
Do., 1st con. 4s, 1947	105½ Jan 31	104 Aug 11	105 Aug 23	..	..
Do., 1st gen. 5s, 1932	.. ....	.. ....	108 April, 92	..	..
Brooklyn City 1st consol. 5s, 1941	113 May 27	112 Jul 1	112½ Sep 6	113	..
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	94½ Aug 23	79 Apr 8	93 Sep 17	93	93½
Do., Tr. Co. ctfs., 2d g. 5s, 1915	.. ....	.. ....	45 Jun 19,97	..	..
Do., do., 3d installment paid	68 May 24	68 May 24	68 May 24	..	..
Do., all installments paid	86 Jun 27	86 Jun 27	86 June 27	..	..
Sea & B.B.Tr.Co.cts., 1st gtd.g.5s, 1942	.. ....	.. ....	70½ De 14, 97	..	..
Union El. Tr. Co.cts., 1st gtd.g.6s, 1937	94 Aug 23	80 Apr 14	92¾ Sep 14	92	93
Brooklyn Rapid Transit g. 5s, 1945	106 Aug 25	91 Apr 2	104½ Sep 15	104½	..
Brunswick & Western 1st g. 4s, 1938	.. ....	.. ....	74 Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106 Aug 19	104½ Jan 18	106 Sep 13	..	..
Roch. & Pitts. 1st g. 6s, 1921	127 Jan 26	127 Jan 26	127 Mar 2	126	128¾
Do., con. 1st g. 6s, 1922	124¾ Aug 23	122 Jul 16	123 Aug 31	..	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	.. ....	.. ....	108 Ap 14, 97	..	..
Buffalo & Susquehanna 1st g. 5s, 1913	.. ....	.. ....	100 Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109 Feb 4	104¾ Jun 17	108¾ Sep 14	108¾	..
Do., con. 1st and col. tr. g. 5s, 1934	109 Jan 17	100 Apr 23	107 July 29	..	..
Minn. & St. L. 1st gtd. g. 7s, 1927	.. ....	.. ....	140 Fe 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g.6s, 1920	.. ....	.. ....	108 De 16, 97	..	..
Do., do., 1st g. 5s, 1921	105 Jan 4	105 Jan 4	105 Jan 4	..	..
Canada South. 1st., int. gtd. 5s, 1908	111½ Jun 28	107¾ Apr 27	109½ Sep 16	..	..
Do., 2d 5s, 1913	111 Feb 17	105 Apr 16	109 Sep 15	..	..
Do., do., registered	.. ....	.. ....	106 Jan 30,97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½ Feb 16	87 Apr 21	92½ June 30	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½ Jan 13	114 Mar 25	114½ June 3	..	..
Do., con. g. 5s, 1945	92½ Jan 22	84¾ Apr 29	90 Sep 17	89½	90½
Do., 1st pf. inc. g. 5s, 1945	44½ Jan 6	36 Mar 25	41 Sep 16	..	41½
Do., 2d pf. inc. g. 5s, 1945	15½ Jan 6	10½ Jul 26	14 Aug 19	..	..
Do., 3d pf. inc. g. 5s, 1945	8½ Jan 21	4½ Jul 26	4½ Sep 13	..	..
Do., Macon & Nor. Div. 1st g.5s, 1946	92 Jan 6	92 Jan 6	92 Jan 6	..	..
Do., Middle Ga. & At. 5s, 1947	86½ Sep 6	86½ Sep 6	86½ Sep 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	99 Jul 6	95¾ Jan 19	99 July 6	..	..
Cent. of New Jersey 1st con. 7s, 1899	104¾ Feb 2	103 Jul 19	103¾ Sep 15	103½	..
Do., 1st conv. 7s, 1902	.. ....	.. ....	113½ Dec 8, 97	..	..
Do., conv. deb. 6s, 1908	110½ Feb 15	110 Jul 21	110 July 21	..	..
Do., gen. g. 5s, 1987	115 Jun 30	109½ Apr 27	113½ Sep 12	113	114
Do., do., registered	114¾ Feb 14	108¾ Apr 28	112 Sep 14	..	..
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½ Feb 18	99½ May 25	100½ Sep 7	..	100
Do., 5s, 1912	93 Feb 18	90 Jan 5	91 July 20	..	..
Am. Dock & Imp. Co. 5s, 1921	116 Mar 4	110 Apr 26	113¾ Aug 18	..	114
N. J. Southern int. gtd. 6s, 1899	.. ....	.. ....	104 No 13, 97	102	..
Cent. Pac. g. 6s, 1898, Speyer certs	103 Jan 18	103 Jan 18	103 Jan 18	..	..
Do., ext. g. 5s, Series A,B,C,D, 1898	103½ Feb 23	103 Feb 18	103 Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102 Feb 21	102 Feb 21	102 Feb 21	..	..
Do., Speyer & Co. ctfs. dep. E, 1900	102 Jul 14	101¾ May 5	102 July 14	..	..
Do., San Joaquin Br. g. 6s, 1900	105 Feb 23	102½ Jun 17	102½ June 17	..	..
Do., gtd. g. 5s, 1939	.. ....	.. ....	84½ Sept., 96	..	..
Do., land grant g. 5s, 1900	100½ Feb 23	100 Feb 23	102 Mar 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	101 Jan 18	101 Jan 18	101 Jan 18	..	..
Western Pacific g. 6s, 1899	104 Jun 29	101 Mar 17	102¼ Sep 16	102	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	.. ....	.. ....	98 Aug 6,97	..	..
Do., gtd. g. 5s, 1938	103½ Aug 8	100 Jan 6	103½ Sep 17	..	..
Cent. Wash. Tr. Co ctfs., 1st g.6s, 1938	40 Feb 2	40 Feb 2	40 Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898	101½ Jan 7	101½ Jan 7	101½ Jan 7	..	..
Do., g. 6s, Series A, 1908	120½ Feb 14	118½ Jun 22	119 Sep 8	119	121
Do., g. 6s, 1911	120½ Aug 2	115½ Apr 20	120½ Aug 2	119½	..
Do., 1st con. g. 5s, 1939	117 Feb 11	111 May 2	115 Sep 17	..	116
Do., do., registered	114½ Jan 31	113 Jan 3	114 Feb 7	..	..
Do., gen. g. 4½s, 1992	90 Aug 16	73½ Mar 26	86½ Sep 17	..	..
Do., R. & A. Div. 1st con.g.4s, 1989	105½ Jun 30	99 Apr 25	101 Sep 15	102	104
Do., do., 2d con. g. 4s, 1989	94 Jan 12	90¼ Jul 29	93¾ Sep 14	..	..
Do., Craig Valley 1st g. 5s, 1940	99½ Feb 7	95 May 24	95½ May 27	..	..
Eliz., Lex. & Big Sandy gtd.g.5s, 1902	104 Jan 13	97½ Apr 11	101½ Sep 13	101	..
Chi. & Alton sink. fd. g. 6s, 1903	118½ Apr 21	111 Sep 10	111 Sep 10	..	..
Louisiana & Mo. River 1st 7s, 1900	111 Jan 7	107 Mar 23	108 June 15	..	..
Do., 2d 7s, 1900	107 Jul 20	107 Jul 20	107 July 20	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	.. ....	.. ....	104¾ Mr 25,97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	.. ....	.. ....	105½ Oct., 95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110½ Jul 30	105 Mar 25	110½ Aug 11	..	..
Chi., Bur. & Quincy con. 7s, 1903	118 Jun 29	113½ Apr 20	115½ Sep 14	115	115½
Do., sinking fund 5s, 1901	107 Feb 24	103½ Aug 8	105 Sep 16	104½	..
Do., debenture 5s, 1913	110½ Aug 31	104½ May 16	110 Sep 16	..	..
Do., convertible 5s, 1903	121½ Aug 26	104½ Mar 25	115 Sep 15	115	117
Do., Iowa sink. fund 5s, 1919	111 Aug 23	109½ Feb 17	111 Aug 23	..	..
Do., do., do., 4s, 1919	104 Feb 4	98 Apr 4	102 Aug 26	..	..
Do., Denver Div. 4s, 1922	102 Sep 16	97 Apr 1	102 Sep 16	..	..
Do., 4s, 1921	100 Jun 9	99 Jun 15	100 Aug 6	..	..
Do., Chi. & Iowa Div. 5s, 1905	.. ....	.. ....	107½ Jan., 96	..	..
Do., Nebraska extension 4s, 1927	101½ Sep 2	95 Mar 25	101¼ Sep 15	101¼	101½
Do., do., registered	97¼ Mar 19	97 May 9	97 May 9	..	..
Hannibal & St. Joseph con. 6s, 1911	123 Jan 29	119 Mar 9	123 Aug 24	..	..
Chi. & East Ill. 1st sk. fd. cur.6s, 1907	116¾ Sep 9	114½ Jul 15	116¾ Sep 9	116½	118
Do., 1st con. g. 6s, 1934	132 Aug 26	122 Apr 19	132 Aug 26	..	..
Do., gen. con. 1st 5s, 1937	108½ Jun 10	101¼ Jan 11	107½ Sep 12	107½	108
Do., do., registered	106¼ Jun 7	101 Jan 4	106¼ June 7	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109 Feb 11	100¼ Jan 14	105 Sep 12	..	..
Chicago, Indianapolis & Louisville—					
Louisv., New Alb. & Chi. 1st 6s, 1910	115½ Jun 10	112 Feb 25	113 Sep 14	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	92 Aug 24	80 Mar 12	92 Aug 24	..	..
Do., refunding g. 6s, 1947	107 Aug 23	90 Mar 29	106½ Sep 14	..	..
Chicago, Milwaukee & St. Paul—					
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	151 Sep 9	140 Jan 29	151 Sep 9	151½	..
Do., 1st Iowa & D. 7s, 1899	145 Jul 19	137½ Jan 3	145 July 19	151½	..
Do., 1st C. & M. 7s, 1903	144 Feb 16	140 Jan 13	141 Apr 6	151½	..
Chi., Mil. & St. Paul con. 7s, 1905	156 Aug 22	138 Jan 4	152 Sep 17	151½	..
Do., 1st I. & D. ext. 7s, 1908	151½ Aug 30	139¼ Jan 5	151½ Sep 6	151½	..
Do., 1st Southwest. Div. 6s, 1909	119¾ Jan 19	116 May 13	117 Aug 10	..	..
Do., 1st LaC. & Dav. 5s, 1919	110 Mar 14	110 Mar 14	110 Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121 Feb 8	114¼ Apr 20	118 Sep 2	..	..
Do., 1st H. & D. Div. 7s, 1910	130¼ Jan 13	128 Aug 15	128¾ Sep 7	129	129½
Do., do., 5s, 1910	.. ....	.. ....	109 Oct 5, 97	119	120
Do., Chi. & Pac. Div. 6s, 1910	121 Jan 28	118 Mar 11	118½ July 19	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	117½ Jun 28	111 Apr 26	116¾ Sep 14	117	117¾
Do., Chi. & Mo. Riv. Div. 5s, 1926	117 Feb 10	110⅝ May 23	114½ Aug 12	..	..
Do., Mineral Point Div. 5s, 1910	110 Jan 17	107 Jan 5	109½ Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½ Mar 2	112 Apr 21	112 Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115½ Feb 11	111 Apr 29	114 Sep 8	..	..
Do., terminal g. 5s, 1914	115 Feb 7	111 Apr 1	113 July 18	..	..
Do., Far. & So. assu. g. 6s, 1924	127¼ Jan 27	127⅛ Jan 5	127¼ Jan 27	..	..
Do., con. sk. fd. 5s, 1916	.. ....	.. ....	106½ Jul 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	114 Jun 21	109 Apr 7	112 Aug 22	..	..
Do., gen. g. 4s, Series A, 1989	107 Feb 4	102 May 3	105½ Sep 15	105	105½
Do., do., registered	105½ Feb 19	104¾ Feb 1	105½ Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910	122½ Jan 19	120 Mar 15	120½ Sep 15	..	..
Do., 1st con. 6s, 1913	123 Feb 7	117 Apr 30	121¼ Sep 13	121	..
Chicago & Northwestern con. 7s, 1915	145 Jan 10	138 May 6	142 Sep 17	..	..
Do., gold 7s, 1902	116½ Feb 15	113 Apr 27	115 Sep 13	114	115½
Do., do., registered	116½ Feb 15	112¼ May 27	114¾ Aug 8	..	..
Do., sinking fund 6s, 1879-1929	124½ Aug 26	118¾ Jun 2	124½ Aug 26	..	..
Do., do., registered	115 Jul 13	114 Jun 14	115 July 13	..	..
Do., sinking fund 5s, 1879-1929	111½ Feb 2	106 Apr 2	111 Sep 15	..	..
Do., do., registered	107½ Jul 13	107½ Jul 13	107½ July 13	..	..
Do., sinking fund deb. 5s, 1933	119¼ Sep 9	114 May 23	119¼ Sep 9	117	..
Do., registered	119 Feb 21	117 Mar 8	117 Mar 8	..	..
Do., debenture 5s, 1909	110½ Feb 9	107½ May 18	109½ Aug 30	..	..
Do., do., registered	109½ Mar 19	109½ Mar 19	109½ Mar 19	..	..
Do., debenture 5s, 1921	116 Aug 12	111 May 9	116 Aug 26	116	..
Do., do., registered	117¾ Feb 7	117¾ Feb 7	117¾ Feb 7	..	..
Do., extension 4s, 1886-1926	107 Feb 4	104 Mar 8	105¼ Aug 23	..	..
Do., registered	103 Jun 10	103 Jun 10	103 June 10	..	..
Do., gen. 3½s, 1987	103½ Aug 19	99 May 16	102½ Sep 16	..	..
Escanaba & Lake Sup. 1st 6s, 1901	107¾ May 26	106 Apr 21	107¾ May 26	..	..
Chicago & Milwaukee 1st 7s, 1898	102¼ Apr 12	101½ Jan 3	102¼ Apr 12	..	..
Winona & St. Peters 2d 7s, 1907	.. ....	.. ....	127 Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117 Jan 12	117 Jan 12	117 Jan 12	105	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	109 Mar 3	109 Mar 3	109 Mar 3	105	..
Northern Illinois 1st 5s, 1910	105 Apr 22	105 Apr 22	105 Apr 22	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137 Jan 6	132½ May 21	136¼ Aug 22	..	..
Do., conv. deb. g. 5s, 1907	.. ....	.. ....	105½ Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	118 Aug 22	113½ May 26	116 Aug 31	..	..
Do., Michigan Div. 1st g. 6s, 1924	134 Mar 22	133 Mar 22	134 Mar 23	..	..
Do., Ashland Div. 1st g. 6s, 1925	135 Feb 26	133 May 19	133 May 19	..	..
Do., incomes, 1911	113 Apr 21	112 Apr 28	112 Apr 28	..	..
Chicago, Rock I. & Pacific 6s, 1917	132 Apr 21	129⅞ Jul 28	131⅝ Sep 17	130	132
Do., do., registered	131¼ Jan 29	128 Apr 2	130 Aug 12	130	..
Do., debenture 5s, 1921	107½ Feb 2	104¾ Mar 25	107 July 22	..	..
Do., gen. g. 5s, 1989	[illegible] Aug 11	[illegible] Mar [illegible]	104½ Sep 17	[illegible]	104½
Do., do., registered	[illegible]	[illegible] May 11	[illegible] Aug 22	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	[illegible] Sep 3	[illegible] Jan 15	94 Sep 14	..	..
Do., 1st 2½s, 1905	[illegible] Feb 11	[illegible] Jan 10	70 Feb 1	70	..
Do., extension 4s, 1905	.. ....	.. ....	[illegible] Mr 15,97	..	..
Keokuk & Des Moines 1st 5s, 1923	[illegible] Feb 17	103 Apr 21	[illegible] Aug [illegible]	..	..
Do., do., small	.. ....	.. ....	[illegible] Ap [illegible], 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	[illegible] Jan 24	[illegible] Apr [illegible]	[illegible] Sep 14	[illegible]	..
Chi., St. P. & M. 1st g. 6s, 1918	[illegible] Aug 12	[illegible] May 12	[illegible] Sep 14	[illegible]	..
St. P. & Sioux City 1st g. 6s, 1919	[illegible] Jan 26	[illegible] Apr [illegible]	[illegible] Aug 15	..	..
Chi. & We. Ind. 1st sk. fd. g. 6s, 1919	.. ....	.. ....	[illegible] Jul 23,97	103½	..
Do., gen. g. 6s, 1932	[illegible] Feb 17	[illegible] Apr 1	[illegible] Aug [illegible]	..	..
Chicago Term. & Transf. 4s, 1947	[illegible] Aug 27	[illegible] Mar [illegible]	[illegible] Sep 17	[illegible]	90
Chi. & West. Mich. Ry 5s, 1921	.. ....	.. ....	[illegible] Nov., 96	..	..
Cin., Ham. & Dayton con.sk.fd.7s, 1905	.. ....	.. ....	119 Oct [illegible],97	..	..
Do., 2d g. 4½s, 1937	.. ....	.. ....	[illegible] Mr 12,97	..	..
Cin., Day. & Ironton 1st gtd.g.5s, 1941	111½ Feb 11	107½ May 10	111 Sep 12	111½	..
City & Sub. Ry Balt. 1st g. 5s, 1922	.. ....	.. ....	[illegible] Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	[illegible] Feb 4	[illegible] May [illegible]	70 Aug 19	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	[illegible] May 1[illegible]	[illegible] May 1[illegible]	[illegible] June 29	..	..
Do., Cairo Div. 1st g. 4s, 1939	90¾ Aug 11	[illegible] Jun 8	90 Aug 25	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	100 Aug 30	90¼ May 9	99¾ Sep 9	..	100
Do., do., registered	[illegible] Mar 15	90 Mar 24	90 Mar 24	..	..
Spring & Col. Div. 1st g. 4s, 1940	.. ....	.. ....	87 Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	[illegible] Jan 13	80 Jun 13	87 Aug 31	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	90½ Aug 29	89 Feb 27	90 Aug 29	89¾	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	102 Feb 11	95¾ May 17	99½ May 26	101	..
Do., con. 6s, 1920	.. ....	.. ....	100 Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	.. ....	.. ....	114 Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	.. ....	.. ....	107½ Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	80 Aug 18	70 Mar 14	79 Sep 16	78	79
Do., income 4s, 1990	22 Sep 6	14 May 7	22 Sep 9	..	..
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105½ Mar 5	102 May 9	104 Aug 23	..	..
Do., con. 7s, 1914	137 Jan 17	131½ Jun 4	135½ July 26	..	..
Do., gen. con. g. 6s, 1934	127¾ May 11	127¾ May 11	127¾ May 11	..	..
Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901	.. ....	.. ....	107½ Oct 16,97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	103 May 10	100 Mar 15	103 May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	121 Sep 9	121 Sep 9	121 Sep 9	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	61¾ Sep 2	50 May 26	59 Sep 15	..	..
Do., 1st gold 4s, 1947	73 Sep 1	65 Aug 8	70 Sep 10	..	..
Col., Hock. Val. & Tol. con. g. 5s, 1931	.. ....	.. ....	68½ My 15,97	..	..
Do., J.P.M. & Co. eng. cts., $35 paid	79 Sep 2	79 Sep 2	79 Sep 8	..	..
Do., gen. g. 6s, 1904	61 Feb 14	54 Jan 11	61 Feb 14	..	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	.. ....	.. ....	102 Dec., 95	..	..
Del., Lack. & West. 7s, 1907	128 Jan 15	122 Apr 4	122 Apr 4	..	..
Syra., Bing. & N. Y. 7s, 1906	128 Jul 22	125¼ Jan 3	126 July 23	124	..
Morris & Essex 1st 7s, 1914	144 Jan 4	137½ May 21	140 July 18	..	..
Do., 7s, 1900	.. ....	.. ....	109 No 23, 97	105	..
Do., 7s, 1871-1901	113¼ Feb 23	107 Apr 21	107 Aug 31	107	..
Do., 1st con. gtd. 7s, 1915	142½ May 26	136 Apr 18	139 June 30	137	..
Do., registered	.. ....	.. ....	138 July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138¾ Jan 20	138¾ Jul 8	138¾ July 8	..	..
Do., construction 5s, 1923	.. ....	.. ....	118½ No 17,97	..	..
Warren 2d 7s, 1900	108 Aug 1	108 Aug 1	108 Aug 1	..	..
Del. & Hud., 1st Penn. Div. 7s, 1917	146 Sep 13	143 May 7	146 Sep 13	..	..
Do., do., registered	.. ....	.. ....	143 May 4,97	144	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½ Jan 25	120½ May 6	125 Aug 31	122	..
Do., g. 6s, 1906	118½ Jan 27	110 Apr 21	115 June 21	114	..
Do., do., registered	.. ....	.. ....	116½ Mr 22, 97	..	..
Ren. & Saratoga 1st 7s, 1921	.. ....	.. ....	148¾ Au 18,97	..	..
Do., do., registered	145 Feb 18	141 May 6	141 May 6	..	..
Den. & Rio Gr. 1st con. g. 4s, 1936	98½ Aug 17	89 Apr 8	96½ Sep 15	96½	97
Do., 1st g. 7s, 1900	111½ Aug 22	108 Apr 5	111½ Aug 30	110	111
Do., improvement g. 5s, 1928	95 Sep 6	85½ Jan 8	94½ Sep 15	..	..
Des Moines Union 1st g. 5s, 1917	100 Mar 30	97 Jan 6	99¾ June 6	..	..
Det., Mack. & Mar. ld.gt.3½s, Ser.A, 1911	19 Aug 8	16¼ Jun 8	17 Aug 24	17	19
Duluth & Iron Range 1st 5s, 1937	107¾ Mar 9	104 Jan 8	105 Sep 7	..	..
Duluth, Red Wing & So. 1st 5s, 1928	92¼ Feb 11	92¼ Feb 11	92¼ Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	112½ Sep 9	101 May 2	112½ Sep 9	..	..
Erie 1st ext. g. 4s, 1947	116 Feb 2	112½ Jan 4	113 July 26	113	..
Do., 2d ext. g. 5s, 1919	119½ Aug 2	116½ May 20	119½ Aug 2	116	..
Do., 3d ext. g. 4½s, 1923	113 Aug 22	108 Apr 11	112½ Sep 7	110	..
Do., 4th ext. g. 5s, 1920	118 Jun 7	113 May 23	117 June 28	107½	..
Do., 5th ext. g. 4s, 1928	105 May 23	104½ Feb 21	104½ June 3	..	..
Do., 1st con. g. 7s, 1920	147¾ Feb 11	138 May 6	141¾ Sep 13	..	..
Do., 1st con. g. fund. 7s, 1920	143 Jan 13	140 May 27	141 June 25	..	..
Long Dock con. g. 6s, 1935	139 Feb 25	133½ Apr 12	138 Aug 24	..	140
Buffalo, N. Y. & Erie 1st 7s, 1916	133 Jun 6	133 Jun 6	133 June 6	..	..
Jefferson R. R. 1st gtd. g. 5s, 1909	106 Feb 11	106 Feb 11	106 Feb 11	..	..
Chicago & Erie 1st g. 5s, 1982	113½ Aug 9	108 May 2	110½ Sep 16	..	..
N.Y., L.E. & W. 1st cur. 6s, 1913	.. ....	.. ....	102 Aug., 96	..	..
N.Y. & Greenw'd Lake gtd. g.5s, 1946	107 Sep 12	107 Sep 12	107 Sep 12	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	94½ Aug 12	84¾ Apr 28	92½ Sep 16	92	92½
Do., 1st con. gen. lien g. 4s, 1996	76 Aug 8	66 Apr 28	72 Sep 16	71½	72
N. Y., Sus. & W. 1st refdg. 5s, 1937	108¾ Feb 11	99 Apr 27	106 Sep 14	107	108
Do., 2d g. 4½s, 1937	92½ Aug 25	84¾ Jan 6	92½ Aug 25	..	..
Do., gen. g. 5s, 1940	98 Feb 7	83 Apr 23	89 Sep 13	..	..
Do., terminal 1st g. 5s, 1943	111½ Jan 28	109¾ Jul 25	109¾ July 25	109⅝	..
Wilk. & East. 1st gtd. g. 5s, 1942	101¾ Feb 8	93¼ Jan 3	99½ Sep 12	..	..
Midland R. of N. J. 1st g. 6s, 1910	121 Jan 4	116 Apr 18	120¾ Aug 6	..	..
Eureka Springs 1st g. 6s, 1933	.. ....	.. ....	65 No 10,97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	118 Jun 24	112 May 20	114 July 20	..	..
Do., 1st gen. g. 5s, 1942	100 Sep 16	82 Apr 13	99¾ Sep 17	99	99¾
Do., Mt. Vernon 1st g. 6s, 1923	.. ....	.. ....	110 May, 93	..	..
Do., Sul. Co. Brch. 1st g. 5s, 1930	.. ....	.. ....	110 Sep., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	94 Sep 16	77½ Feb 16	94 Sep 16	..	..
Flint & Pere Marq. g. 6s, 1920	117¼ Aug 5	110 May 2	117 Aug 26	..	..
Do., 1st con. g. 5s, 1939	95 Feb 3	85 Apr 29	95 Aug 30	..	..
Do., Pt. Huron d. 1st g. 5s, 1939	95¾ Aug 19	83 Jan 5	95½ Aug 30	..	..
Fla. Cent. & Peninsular 1st g. 5s, 1918	.. ....	.. ....	103 Au 14,97	..	..
Do., con. g. 5s, 1943	.. ....	.. ....	80½ May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105 Mar 11	105 Mar 11	105 Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	79¾ Aug 16	65 Mar 17	75 Sep 16	74¾	75
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	64 Aug 8	54½ Jan 5	62 Sep 2	..	62
Gal., H. & H. 1st 5s, 1913	97½ Sep 6	88¾ Jan 26	97½ Sep 16	..	..
Georgia & Ala. Ry 1st pf. g.5s, 1945	88 Jul 18	88 Jul 18	88 July 18	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929	92 Jul 8	92 Jul 8	92 July 8	..	..
Green Bay & West. deb. certs., A	49 Jan 27	40¼ Jun 23	42½ Sep 15	..	..
Green Bay & West. deb. certs., B	6½ Jan 26	3½ Jul 9	5 Sep 17	..	..
Houston, E. & W. Texas 1st g. 5s, 1933	95½ Sep 16	88 Jun 9	95½ Sep 16	..	..
Illinois Central 1st g. 4s, 1951	115 Mar 10	109½ Aug 8	109½ Aug 8	110½	..
Do., do., registered	109½ Jul 28	108½ Jun 2	109½ July 28	..	..
Do., 1st g. 3½s, 1951	105 Mar 16	105 Mar 16	105 Mar 16	..	..
Do., registered	102½ Apr 15	101 Apr 24	102½ Apr. 15	..	..
Do., g. 4s, 1952	104 Jul 8	100 May 6	104 Sep 6	..	..
Do., do., registered	103 Jan 25	103 Jan 25	103 Apr 15	..	..
Do., g. 4s, 1953	102¼ Feb 2	97½ Apr 29	101¾ Sep 16	..	..
Do., 2-10s, g. 4s, 1904	.. ....	.. ....	100½ Jan 4, 97	..	..
Do., Western Line 1st g. 4s, 1951	105 Jan 28	101 May 20	103¼ Aug 8	..	..
Do., Louisville Div. g. 3½s, 1953	94½ Jul 12	92¾ Jul 12	93¾ Sep 16	..	..
Do., Cairo Bridge g. 4s, 1950	.. ....	.. ....	102½ Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	.. ....	.. ....	116½ Aug., 95	..	..
Do., St. Louis Div. g. 3s, 1951	80 Aug 25	79½ Sep 12	79½ Sep 12	78	80½
Do., St. Louis Div. 3½s, 1951	94¾ Aug 13	92½ Jul 29	94¾ Sep 1	..	..
Chi., St. L. & New Orl. g. 5s, 1951	123½ Sep 10	115½ Apr 23	123½ Sep 10	..	..
Do., registered	123 Sep 12	123 Sep 12	123 Sep 12	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½ Jan 24	103½ Jan 24	103½ Jan 24	..	..
St.L., A. & T.H. 1st & ter. g. 5s, 1914	.. ....	.. ....	105 De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	.. ....	.. ....	145 Ja 22, 96	117	..
St. Louis South. 1st gtd. g. 4s, 1931	.. ....	.. ....	90 No 12, 97	90	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104 Jan 10	97 May 2	103½ Sep 15	..	..
Ind., Illinois & Iowa 1st g. 4s, 1939	88 Jan 4	86 Jan 22	86 Jan 22	88	..
Do., 1st ext. g. 5s, 1943	.. ....	.. ....	94¼ Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼ Jan 13	116 May 6	121 Sep 12	121	122
Do., 2d g. 5s, 1909	92 Aug 16	78 Mar 23	87 Sep 14	87	87½
Do., 3d g. 4s, 1921	60 Feb 7	44 Jan 14	58½ Aug 27	..	..
Iowa Central 1st g. 5s, 1938	105 Aug 16	97 Mar 26	104 Sep 17	103½	103¾
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾ Feb 14	65 Apr 26	78¼ Sep 17	..	..
Kings Co. El., Ser. A, 1st g.5s, 1925	59 Jul 8	40 Apr 28	57 Sep 14	..	..
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	49 Jul 9	35 Mar 11	49 July 9	..	..
Lake Erie & West. 1st g. 5s, 1937	117¼ Feb 9	115 May 10	116½ Sep 10	..	..
Do., 2d g. 5s, 1941	104½ Jun 10	95 Apr 29	104 Sep 16	102½	..
Northern Ohio 1st gtd. g. 5s, 1945	102 Jun 4	100½ Jan 6	101 Aug 18	..	103¼
Lake Shore & Michigan Southern—					
Detroit, Mon. & Tol. 1st 7s, 1906	121 Apr 28	121 Apr 28	121 Apr 28	..	..
Lake Shore Div. 7s, 1899	106½ Feb 11	104¾ Aug 12	104¾ Aug 13	103	..
Do., con. 1st 7s, 1900	110 Mar 9	105½ Aug 3	107 Sep 8	107	..
Do., do., registered	109¾ Feb 9	105¼ Jun 30	106½ Sep 2	107	..
Do., con. 2d 7s, 1903	120½ Feb 23	115¾ Jun 16	117 Aug 31	117	..
Do., do., registered	119½ Mar 1	115¾ Jun 16	115¾ June 16	117	..
Do., g. 3½s, 1997	106½ Sep 14	102 Apr 7	106½ Sep 14	..	..
Do., do., registered	106 Feb 21	103 Mar 29	105¾ Aug 16	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	.. ....	.. ....	108¼ Dec 1, 97	..	..
Mahoning Coal R. R. 1st 5s, 1934	.. ....	.. ....	125 Dec 9, 97	..	..
Lehigh Valley (Penn.) col. g. 5s, 1997	104 Aug 8	104 Aug 8	104 Aug 8	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104¾ Feb 17	99 Apr 29	101 Sept 1	..	..
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½ Feb 16	107 Apr 20	111 Aug 31	..	..
Do., do., registered	.. ....	.. ....	110 No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½ Mar 22	92½ Mar 22	92½ Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92 Feb 18	91 Aug 10	91 Aug 10	90	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	.. ....	.. ....	99½ Feb., 93	..	..
Do., g. gtd. 5s, 1914	.. ....	.. ....	101 Sep 16,97	..	..
Litch., R., Car. & W. 1st g. 6s, 1916	.. ....	.. ....	95 Feb., 93	..	..
L.,R. & M. Tr.Co. cts. for 1st g.5s, 1937	29 Sep 9	29 Sep 9	29 Sep 9	..	..
Long Island 1st con. g. 5s, 1931	120 Feb 2	117 May 13	119½ June 28	..	..
Do., gen. g. 4s, 1938	90 Jun 11	85¼ Jan 12	90 Sep 14	90	..
Do., ferry g. 4½s, 1922	90 Jan 31	86¾ Apr 1	90 Sep 16	85	..
N. Y. & Rockaway B. 1st g. 5s, 1927	.. ....	.. ....	100 My 25,97	..	..
Do., 2d income, 1927	.. ....	.. ....	40 Mar., 96	..	..
N. Y., B. & Man. B. 1st con.g.5s, 1935	.. ....	.. ....	107½ De 15,97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	.. ....	.. ....	103½ June, 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	40 Aug 8	32 Jan 6	39½ Sep 17	..	..
Do., gen. g. 4s, 1943	.. ....	.. ....	9½ Au 21,97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	.. ....	.. ....	106 No 11, 97	102	..
Do., N. O. & Mobile 1st g. 6s, 1930	124½ May 31	120⅝ Jan 6	122¾ Aug 12	120	..
Do., do., 2d g. 6s, 1930	108 Aug 2	106 Jul 19	108 Aug 2	108	110
Do., E. H. & Nashville 1st g.6s, 1919	117 Feb 9	113 Mar 29	115 Aug 19	114	..

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	118½	Sep 14	118½	119½
Do., Pensacola Div. g. 6s, 1920	..	....	..	....	103½	Sep 24,97	..	..
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jul 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	Jul 1	105	Jul 1	105	July 20	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s, 1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	104	July 15	..	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	89½	Sep 17	89½	90
Do., Pens. & Atl. 1st gtd. g. 6s, 1921	109	Jan 8	99	Apr 21	106	Sep 15	..	..
Do., collateral trust g. 5s, 1931	108¾	Feb 24	101½	Apr 6	104	Sep 8	..	..
Do., Mob. & Mont. 1st g. 4½s, 1945	109½	Jul 18	103	May 5	109½	July 18	..	..
N., F. & S. 1st gtd. g. 5s, 1937	98	Jul 26	87½	Apr 5	97	Sep 9	..	..
South & North A. con. gtd. g. 5s, 1936	101	Jun 2	94	Feb. 5	100½	Aug 16	..	..
Kentucky Central G. 4s, 1978	92	Sep 9	85	Apr 12	91	Sep 9	..	..
Louis. Railway Co. 1st con. g. 5s, 1930	109	Mar 19	103	Mar 9	109	Mar 19	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Manhattan R'Way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	93¾	Sep 14	..	..
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr 6	117	Sep 17	..	..
Do., 2d 6s, 1899	105	Jan 26	101	May 5	103¾	Sep 14	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	113½	Sep 17	..	..
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	120½	Sep 6	..	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	121¼	Sep 16	..	..
Lex. Av. & Pav. F. 1st gtd. g. 5s, 1993	123¼	Jan 12	117	Mar 12	120	Sep 17	..	119¾
Mexican Central con g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	78¼	Aug 31	70⅝	Feb 10	77	Sep 17	76	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1927	..	....	..	....	42⅝	No 12,96	..	..
Do., 2d income g. 6s, B, 1927	..	....	..	....	13	Jul 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	100	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	112	Sep 12	..	..
Do., 1st con. 5s, 1902	107	Sep 13	102½	May 25	105⅛	Sep 14	..	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jul 22,97	140	..
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	108	Sep 16	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31,97	..	130
Mo., K. & T. 1st g. 4s, 1990	92½	Aug 11	82¾	Apr 25	88¼	Sep 16	88	90
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	62⅝	Sep 17	62½	63
Do., 1st ext. g. 5s, 1944	88	Aug 9	83¾	Jan 28	88	Aug 9	..	90
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	89	Aug 23	80	Mar 12	84½	Sep 15	..	..
Kansas City & Pac. 1st g. 4s, 1990	76	Aug 11	71	Jan 4	73	Sep 14	70	72½
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	83	Sep 16	..	..
Mo., Kan. & East. 1st gtd. g. 5s, 1942	102	Aug 22	93½	Apr 1	102	Sep 15	..	..
Missouri Pacific 1st con. g. 6s, 1920	107¼	Aug 23	93	Mar 26	104¼	Sep 16	104	106
Do., 3d 7s, 1906	112	Jul 13	103½	Apr 26	112	Sep 9	111	112
Do., trust g. 5s, 1917	87½	Aug 15	65½	Jan 19	80	Sep 14	..	..
Do., 1st col g. 5s, 1920	80	Aug 16	60	Apr 28	78½	Sep 7	..	..
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 8	103¾	Aug 5	..	..
Do., 2d ext. g. 5s, 1938	109	Jun 30	106¼	Jul 7	106¼	July 7	..	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	107	Aug 29	..	..
Do., 2d ext. g. 5s, 1946	107½	Jul 27	102½	May 5	107½	July 28	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	105¼	July 25	..	..
Do. gen. con. ry. & ld. grt. g. 5s, 1931	100½	Jul 22	86	Apr 6	98⅜	Sep 16	98¼	99
Do. gen. con. stpd. gtd. g. 5s, 1931	100	Aug 10	86	Feb. 26	100	Aug 10	..	..
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	122	Aug 27	121	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	81	Aug 8	70	Apr 26	76½	Sep 15	..	..
Montgomery Div. 1st g. 5s, 1947	102½	Sep 16	97½	May 27	102½	Sep 16	..	102½
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	130	Sep 7	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	103	Sep 17	..	..
Do., 1st 6s, McM., M. W. & Al., 1917	..	....	..	....	108	Mar., 96	..	..
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	119½	Jun 23	113¼	Apr 21	116½	Sep 2	116	..
Do., do., registered	118	May 31	113½	Apr 20	115¾	Aug 24	116	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	108¼	Sep 15	108	..
Do., do., registered	111¾	Feb 8	106	Apr 1	110⅝	July 15	108	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	108	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	105	Aug 11	103¾	..
Do., do., registered	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	103¾	..
Do., deb. certs., ext. g. 4s, 1905	105⅛	May 31	100½	May 6	104½	July 8	104¼	..
Do., registered	105	Feb 7	104	Mar 26	104½	June 30	104¼	..
Do., gold 3½s, 1997	107¼	Aug 26	105⅛	Jul 22	107¼	Sep 13	..	..
Do., do., registered	104⅛	Jul 6	104⅛	Jul 6	104⅛	July 6	..	..
Michigan Cent. col. trust g. 3½s, 1998	95	Jul 30	91¼	Jun 23	93½	Sep 15	..	..
Lake Shore col. g. 3½s, 1998	96½	Jul 29	94	Jun 23	94½	Sep 17	94	94½
Do., registered	95	Jul 1	94	Aug 8	94	Aug 19	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	109¼	Sep 17	109	110¼
Do., registered	110	Feb 7	101½	Apr 26	109	Sep 17	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108¼	No 16, 97	..	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g. 4s, Ser. A, 1940	95	Jul 27	95	Jul 27	95	July 28	..	..
Do., do., registered	..	....	..	....	104	Jul 24,97	..	..
Harlem 1st 7s, 1900	109¼	Feb 3	107½	May 25	107½	June 13	107	..
Do., do., registered	109⅛	Jan 27	107⅛	Jun 3	107¼	Aug 25	107	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	125¼	Sep 14	119½	May 12	125¼	Sep 14	..	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	114
Utica & B. Riv. gtd. g. 4s, 1922	107	Aug 13	107	Aug 13	107	Aug 13	..	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	123	Jun 23	123	June 23	..	127
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107⅛	Jan 12	100	Apr 21	106½	Sep 17	107	108
Do., do., registered	..	....	..	....	103	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	160¼	Sep 14	145	Jan 6	160	Sep 14	160	..
Do., do., small certs., $100	158⅞	Aug 23	145	Jan 6	155	Sept 1	..	..
Housatonic con. g. 5s, 1937	126⅛	Aug 26	126⅛	Aug 26	126⅛	Aug 26	125	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	120½	Aug 19	119	Feb 11	120½	Sep 9	120½	..
Do., 1st 6s, 1905	114	Aug 18	113½	Jul 19	114	Aug 18	114¼	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	109	May 31	106	Mar 7	107¼	Sep 16	107	107½
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	101⅝	Sep 16	101	101½
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	113	Sep 12	..	..
Do., do., registered	119	Feb 11	112	Mar 28	112½	Sep 16	..	..
St Paul & Nor. Pac. gen. g. 6s, 1923	130	Aug 22	124	Jun 8	130	Aug 22	..	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	July 12	..	..
Nor. Pac. Ry. pr. lien 4s, 1997	101½	Sep 15	90⅞	Apr. 21	101¼	Sep 17	101	101¼
Do., registered	101⅛	Sep 16	93	Apr 6	100⅝	Sep 16	..	..
Do., gen. lien g. 3s, 2047	69	Sep 6	57	Apr 21	68	Sep 17	67¾	68
Nor. Pac. Terminal Co. 1st g. 6s, 1933	114	Aug 30	104	Jan 5	112	Sep 13	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	..	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	123	Sep 12	123	..
Do., New River 1st g. 6s, 1932	124	Aug 3	118	Mar 17	124	Sep 1	124	..
Do., improve. and ext. g. 6s, 1934	119¾	Jan 20	117	Feb 9	117½	Aug 30	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	91½	Aug 18	82	Apr 14	90	Sep 13	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	87½	Aug 8	74¾	Apr 21	85½	Sep 16	85	86
Ogden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	85½	Aug 9	80	Jan 13	84	Sep 8	..	..
Do., gen. g. 4s, 1921	15	Jan 20	8	Aug 18	9	Sep 7	4	8
Do., do., eng. Trust Co. certs	14¾	Jan 20	8½	Sep 7	8½	Sep 8	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	75	Aug 11	80	Aug 19	..	83
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	108	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100¼	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49¾	Apr 28	61½	June 27	..	..
Ore. R. & N. 1st sk. fd. g. 6s, 1909	116	Jun 15	111	Apr 20	114½	Sep 6	114½	..
Ore. RR. & N. Co. con. g. 4s, 1946	100⅞	Aug 19	89	Apr 26	99½	Sep 16	99½	100¼
Oregon Short Line 1st g 6s, 1922	128	Jul 25	118	Apr 16	126	Sep 15	126	128
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	Jun 18	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	108½	Aug 22	96	Apr 27	106	Sep 16	..	..
Do., non-cum. inc. A 5s, 1946	81½	Aug 3	58	Jan 5	75	Sep 15	..	..
Do., non-cum. inc. B and col. trust	58¾	Aug 19	39	Jan 4	58	Sep 17	..	..
Pacific Coast Co. 1st g. 5s, 1946	106½	Aug 19	102	Jun 28	105	Sep 14	..	..
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114¼	Sep 15	108	Apr 21	114¼	Sep 15	113	114
Do., do., registered	110	Jul 8	110	Jul 8	110	July 8	..	114
P., C., C. & St.L. gtd. g. 4½s, 1940, Ser. A	113	Feb 8	109½	May 13	113	Sep 7	..	..
Do., do., Series B, gtd., 1942	113	Jan 21	108	May 6	111	June 28	..	..
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jun 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	106¾	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	109¼	Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¼	Jan 25	140	Jan 10	140¼	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	Aug 18	..	..
Do., 3d 7s, 1912	..	....	..	....	128	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110½	Jul 8, 97	..	..
Cleve. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 25	107	May 25	..	..
Do, gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	118½	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jun 27,96	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10,97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½	Feb 14	115½	Feb 14	115½	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	101½	Aug 12	95	Apr 12	101½	Aug 12	..	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 23, 97	..	..
Do., do., en. Trust Co. certs	96	Feb 15	96	Feb 15	96	June 28	..	..
Do., Trust Co. cts. for 2d g. 5s, 1926	17	May 23	15	May 19	17	May 23	..	..
Do., do., 1st installment paid	18½	Jun 2	18½	Jun 2	18½	June 2	..	..
Peoria & Pekin Union 1st g. 6s, 1921	120	Apr 22	120	Apr 22	120	May 11	121	..
Do., 2d g. 4½s, 1921	85½	Feb 23	85½	May 23	85½	May 23	85	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17,97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	106½	April, 95	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	124	Mar., 96	..	..
Pitts. & L.E. 2d g. 5s, Ser. A & B, 1928	..	....	..	....	114	Mar., 96	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., 96	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	96½	April, 95	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	110½	Sep 16	104	Apr 2	110½	Sep 16	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	96	Jul 14,97	..	..
Pitts. & West. 1st g. 4s, 1917	94	Jul 13	78½	Apr 23	91¾	Sep 17	91	91¾
Do., g. 5s, 1891-1941	53	Jul 22	38	Jun 15	50	Aug 17	..	..
Reading Co. gen. g. 4s, 1997	87½	Feb 3	77¾	Apr 26	83¾	Sep 17	82¾	83
Rio Grande West. 1st g. 4s, 1939	91	Aug 19	78¾	Apr 25	89¾	Sep 16	..	..
Rio Grande Junc. 1st gtd. g. 5s, 1939	94¾	Feb 16	91	Jun 16	91	June 16	..	..
Rio Grande South. 1st g. 3-4s, 1940	66	Jun 16	64	Feb 2	66	June 16	..	73

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	81	Aug 26	68¼	Apr 29	79	Sep 17	..	..
St. L. & S. F. 2d g. 6s, Class A, 1906	116¼	Feb 15	111	May 2	114	July 20	115	..
Do., 2d g. 6s, Class B, 1906	116¼	Feb 17	111⅛	May 6	115⅝	Sep 13	115	..
Do., 2d g. 6s, Class C, 1906	116¼	Feb 23	113	May 24	115	Sep 8	115	..
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120¾	Aug 24	114	Apr 20	120	Sep 9	..	..
Do., gen. g. 5s, 1931	106¾	Jun 30	98½	Apr 25	105	Sep 16	105	106¼
Do., 1st trust g. 5s, 1987	100	Jun 23	92½	Apr 14	100	July 12	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	82¾	Aug 18	69	Apr 26	79	Sep 16	..	..
St. L. & S. F. S.W. Div. 5s, 1947	97½	Aug 10	90	Apr 6	97½	Aug 13	..	..
St. Louis Southwest. 4s, cts., 1989	81	Aug 18	70	Apr 26	78¼	Sep 13	79	79½
Do., 2d g. 4s, inc. bond cts., 1989	35	Aug 22	25	Mar 25	33	Sep 8	..	..
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	112	118½
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	107½	Sep 8	106½	107½
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	120	Jun 21	122½	Aug 16	..	..
Do., Dakota exten. g. 6s, 1910	123	Aug 3	118½	Mar 25	122	Aug 12	..	..
Do., 1st con. g. 6s, 1933	132	Aug 30	128	Jan 5	132	Aug 31	..	..
Do., do., registered	..	....	..	....	119¾	Sep., 96	..	..
Do., do., reduced to g. 4½s	109	Sep 16	105½	May 10	109	Sep 16	108½	..
Do., do., registered	..	....	..	....	106½	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	101⅛	Aug 16	94½	Jan 10	100	Sep 9	..	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122½	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	126	Sep 7	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	108½	Sep 14	110	..
Eastern Minn. Div. 1st g. 5s, 1908	110½	Aug 18	105½	Apr 12	110½	Sep 7	110½	..
Wilmar & Sioux Falls 1st g. 5s, 1938	113	Aug 26	113	Aug 26	113	Aug 26	111	..
Do., do., registered	..	....	..	....	115	Ap 24,96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s, 1931, ass. pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	99½	Aug 18	92	Apr 29	98	Sep 13	..	98½
Southern Pacific Co.—								
Gal., Harris. & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105	July 22	..	..
Do., Mex. & Pac. Div. 1st g. 5s, 1931	98⅝	Sep 16	92	Jan 4	98⅝	Sep 16	98	..
Hous. & Tex. C. 1st, W. & N. 7s, 1903	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	112	Sep 14	107½	May 25	112	Sep 14	..	..
Do., con. g. 6s, interest gtd., 1912	110	Jul 1	105	May 11	109½	Sep 13	..	..
Do., gen. g. 4s, interest gtd., 1921	83½	Aug 22	76¾	Apr 2	82	Sep 16	82	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17,97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	71	Aug 1	55½	Apr 25	67½	Sep 16	..	..
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17,97	..	..
Do., con. g. 5s, 1943	101¼	Sep 1	96½	Jan 3	101¼	Sep 17	100	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109½	Aug 19	100¼	Jan 4	106¼	Sep 8	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110½	Aug 10	106¾	May 20	110½	Aug 10	110	..
Do., do., 1st con. gtd. g. 5s, 1937	102½	Aug 25	92½	Jan 6	102½	Sep 15	102	..
Austin & Northw. 1st gtd. g. 5s, 1941	88	Sep 16	81½	Jul 25	88	Sep 16	..	..
So. Pac. of N. M. 1st g. 6s, 1911	110¼	Jun 28	105½	Jan 5	108¼	Sep 14	109	..
Southern Rway 1st con. g. 5s, 1994	98½	Aug 24	87	Apr 28	97¼	Sep 17	96¾	..
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 3	96	Jan 19	100	Sep 9	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17,97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	108	Jun 13	105½	Jul 14	106¼	Aug 2	105⅝	..
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114	Sep 16	..	..
Do., con. 1st g. 5s, 1956	113½	Aug 27	107	Apr 16	113	Sep 13	..	..
Georgia Pac. Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	121	Sep 16	120	..
Knoxville & Ohio 1st g. 6s, 1925	117½	Feb 18	112	Apr 28	115½	Aug 24	..	..
Richmond & Danville con. g. 6s, 1915	125¼	Jun 24	118	Apr 16	122½	Aug 11	..	..
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22,97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	104	Sep 14	..	..
Va. Midland gen. 5s, 1936	108	Jul 21	100	Mar 24	108	Sep 6	107	108
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	107	108
Wash., Ohio & W. 1st cy gtd. 4s, 1924	90	Aug 25	87¾	Jul 29	90	Aug 25	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113½	Aug 25	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	105	Sep 17	103	Jul 19	105	Sep 17	..	105
Term. Ass. of St. L. 1st g. 4½s, 1939	112¼	Aug 16	109	May 18	112¼	Aug 16	..	..
Do., 1st con. g. 5s, 1894-1944	110	Jul 22	105½	Apr 14	110	July 22	..	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s, 1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry. E. Div. 1st g. 6s, 1905	110½	Feb 14	105½	Sep 13	105½	Sep 13	..	..
Do., 1st g. 5s, 2000	107½	Aug 5	96½	Mar 12	106¼	Sep 15	..	107
Do., 2d g. income 5s, 2000	50½	Aug 24	28	Jan 4	46⅝	Sep 17	46	46½
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	..	..
Toledo & Ohio Central 1st g. 5s, 1935	105	Jun 13	102½	Jan 3	104	Sep 1	..	105
Do., Western Div. 1st g. 5s, 1935	105	Aug 19	102½	Jan 3	105	Aug 19	..	..
Kanawha & Mich. 1st gtd. g. 4s, 1990	82½	Feb 23	76	May 26	80	Aug 8	..	..
Toledo, Peo. & W. 1st g. 4s, 1917	78	Aug 17	69½	Mar 22	77	Sep 9	..	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	90	Aug 16	90	..
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100½	Aug 23	100	101
U. P. RR. and ld. grt. g. 4s, 1947	99½	Aug 16	88½	Apr 21	98½	Sep 17	98¼	98½
Do., do., registered	98⅝	Aug 25	98⅝	Aug 25	98⅝	Aug 25	..	..
Do., Tr. Co. cts. g. 4½s, 1918	59¾	Jul 19	44	Apr 22	56	Sept 1	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	79	Aug 24	48½	Jan 6	77	Sep 17	76	76¼
Wabash Railroad Co. 1st g. 5s, 1939	112¾	Aug 15	104½	Mar 12	111¼	Sep 16	111½	..
Do., 2d g. 5s, 1939	91½	Jul 28	74½	Mar 24	90	Sep 17	89	90
Do., deb., Series B, 1939	39	Aug 27	21	Apr 27	34½	Sep 17	33¾	34
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun 21	97	Apr 19	104½	Aug 16	..	..
St. L., K.C. & N.St.C.B. 1st g. 6s, 1908	110	Jan 5	108½	Mar 12	110	June 7	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun 29	103	Apr 25	107¾	Sep 13	..	..
Do., gen. g. 3-4s, 1943	59½	Aug 22	47¼	Apr 26	58⅝	Sep 17	..	..
Do., inc. 5s, 1943	16⅝	Aug 19	10	Jan 7	14½	Sep 13	..	..
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	103	Sep 10	100½	Jan 11	103	Sep 10	..	..
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	106	Aug 8	90	Mar 18	100	Sept 2	..	..
Do., exten. and imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	39	Sep 2	35	Jul 23	39	Sept 2	..	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	84	No 16,97	..	..
Do., Eng. Trust Co. cts	57½	Sep 17	33½	Jan 3	57¼	Sep 17	57	57½
Do., income g. 5s, 1937	7½	Jan 17	4	Jul 12	5⅝	Sep 17	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Adams Express col. tr. 4s, 1948	102½	Aug 29	98½	Jun 27	100	Sep 16	100	100¼
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	107¼	Sep 12	..	107¼
American Spts. Mfg. Co. 1st g. 6s, 1915	90	Aug 29	64	Mar 14	87	Sep 8	..	87
Boston Un. Gas tr. cts., sk. fd. g. 5s, 1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co. 1st con. g. 5s, 1945	115¼	Sep 12	109½	Apr 27	115¾	Sep 13	..	115¼
B'klyn Whf. & W.H. Co. 1st g. 5s, 1945	100½	Jan 28	91⅝	Aug 19	93	Sep 17	..	93
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	..	..
Colorado Coal & Iron 1st con. g. 6s, 1900	102	Jul 25	95	Jan 6	100	Aug 31	100	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 8	101½	Apr 28	101½	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	103	Feb 2	89	May 20	94	Sep 9	93¾	94½
Detroit City Gas 5s	95½	Jun 29	90	May 20	93¾	Sep 15	..	..
Edison El. Ill. N. Y. 1st conv. g. 5s, 1910	112¾	Feb 18	108	Apr 9	112	Aug 25	109	..
Do., 1st con. g. 5s, 1995	119	Jun 3	114½	Mar 25	117½	Sep 12	..	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	113½	Jul 23,97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	108	Aug 11	96	Apr 26	108	Aug 31	..	110
Grand River Coal & Coke 1st g. 6s, 1919	..	....	..	....	95½	Jan 19,97	..	..
Hend'son Bdge Co. 1st sk. fd. g. 6s, 1931	..	....	..	....	111	Au 23,97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Ap 23, 97	..	..
Jeff'son & Clearfd. C. & Ir. 1st g. 5s, 1926	..	....	..	....	107	My 22,97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g. 5s, 1919	105½	Sep 2	100	Apr 18	104½	Sep 17	104½	105
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jul 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	..	..
National Starch Mfg. Co. 1st g. 6s, 1920	108	Jun 8	105	Jan 11	107½	Aug 25	108	110
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92¼	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16,97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	107½	July 27	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	117½	Aug 23	..	..
Mutual Fuel Gas Co. 1st gtd. 5s, 1947	105¼	Sep 2	105¼	Sep 2	105¼	Sept 2	..	..
Chi., Gas Lt. & Coke 1st gtd. g. 5s, 1937	106½	Sep 7	103	Mar 28	106½	Sep 9	..	..
Con. Gas. Chi. 1st gtd. g. 5s, 1936	105½	Feb 10	101	Apr 19	104	July 21	..	..
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	106	May 10	102	Jul 12	104	Sep 17	103	105
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	106¾	Oct., 95	108	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N.Y. con. g. 6s, 1923	..	....	..	....	101	Fe 19, 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s, 1946	82	Sep 2	51	Mar 12	78	Sep 17	..	77½
Do., inc. g. 5s, 1946	24¼	Aug 26	11	Mar 23	22¼	Sep 17	21¾	22½
Tenn. Coal, I. & R.T. Div. 1st g. 6s, 1917	92½	Aug 18	79	May 9	88	Sep 14	..	..
Do., Birm. Div. 1st con. 6s, 1917	95	Sep 7	79	Mar 25	95	Sep 14	..	..
Cahaba Coal M. Co. 1st gtd. g. 6s, 1922	..	....	..	....	81	No 6, 96	..	..
De Bardeleben C. & I. Co. gtd. g. 6s, 1910	83	Jan 26	83	Jan 26	83	Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	116	Feb 18	111¼	May 5	116	Aug 10	..	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series C, 5s, 1900-1915	..	....	..	....	..	....	100	..
Series D, 4½s, 1901-1916	..	....	..	....	..	....	100	..
Series E, 4s, 1907-1917	..	....	..	....	..	....	100	..
Series F, 4s, 1906-1918	..	....	..	....	..	....	100	..
Series G, 4s, 1908-1918	..	....	..	....	..	....	100	..
Western Union deb. 7s, 1875-1900	105½	Feb 25	105½	Feb 25	105½	Sep 16	..	..
Do., do., registered	105½	Jan 14	105	Mar 11	105	Mar 11	..	..
Do., debenture 7s, 1884-1900	..	....	..	....	108	Sep [illegible],97	..	..
Do., collateral trust cur. 5s, 1938	113	Sep 16	105	Apr 21	113	Sep 16	..	..
Mutual Union Tel. sk. fd. 6s, 1911	112½	Sep 8	111	Mar 16	112½	Sep 8	..	..
Northwestern Telegraph 7s, 1904	..	....	..	....	107	Mar., 89	..	..
Western Gas Co. col. trust g. 5s, 1933	102	Mar [illegible]	101	Mar 16	101	Mar 16	..	..

STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended Sept. 17	2,405,752
Same week last year	3,230,856
Stocks to date this year	74,[illegible]
Corresponding date last year	53,[illegible]
Bonds for the week	$15,[illegible]
Same week last year	17,[illegible]
Bonds to date this year	596,[illegible]
Corresponding date last year	357,[illegible]

Money rate range for week: Collateral loans on call, 2½@3; at three months, 4; at six months, 4½ per cent. Commercial paper, sixty to ninety days, 4@4½ per cent.

CALENDAR FOR THE WEEK.

Monday, Sept. 19.

Chesapeake and Ohio Railway—Books close for annual meeting.
Chicago and Eastern Illinois Railroad—Books open.
Swift and Company—Books close.
Welsbach Light Company—Dividend payable.

Tuesday, Sept. 20.

Bell Telephone Company, Philadelphia—Special meeting.
Commercial Cable Company—Books close.
Homestake Mining Company—Books close.
International Paper Company—Books close.
Philadelphia Traction Company—Books close.
P. Lorillard Company—Books close for dividend on preferred stock.
Rio Grande Western Railway—Dividend payable on common stock in preferred shares at par.
Standard Rope and Twine Company—Annual meeting.
Welsbach Light Company—Books open.
Western Union Telegraph Company—Books close for dividend and annual meeting.

Wednesday, Sept. 21.

Chicago, Indianapolis and Louisville Railroad—Annual meeting.
Chicago and Northwestern Railroad—Books close for dividend on preferred stock.
Chicago Street Railway—Books open.
St. Joseph, Mo., Gas Company—Annual meeting.
Standard Rope and Twine Company—Books open.
Union Ferry Company—Books close.
Union Traction and Electric Company of Jersey City—Books close.

Thursday, Sept. 22.

Chicago Indianapolis and Louisville Railway—Books open.
St. Joseph, Mo., Gas Company—Books open.

Friday, Sept. 23.

Chicago, Milwaukee and St. Paul Railway—Books close for dividend on common and preferred stocks.
Franklin Trust Company, Brooklyn—Books close.
Louisville and Nashville Railroad—Books close for annual meeting.
St. Paul and Duluth Railroad—Books close for annual meeting.

Saturday, Sept. 24.

Manufacturers' Trust Company, Brooklyn—Books close.
Michigan Peninsular Car Company—Books close for annual meeting.
Pittsburg, Youngstown and Ashtabula Railroad—Dividend payable on common and preferred shares.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, Sept. 17, total transactions included 2,405,752 shares of stock, $13,962,410 bonds, with $1,272,960 Government and $54,000 State bonds.

In detail the week's dealings compared as follows with those of the corresponding week last year:

STOCKS.

	Sept.18,'97.	Sept.17,'98.	Differences.
R. R. & M.	$3,230,856	$2,405,752	*$825,104
Banks	58	54	*4
Mining	7,400	800	*6,600

BONDS.

	Sept.18,'97.	Sept.17,'98.	Differences.
R. R. & M.	$17,558,170	$13,962,400	*$3,590,770
State	19,000	54,000	†35,000
Government	66,000	1,272,960	†1,206,960

*Decrease. †Increase.

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Tobacco 8½
Bal. & O. 2d in. pd. .. 2
Bal. & O. S. W. pf. .. 1½
Central Pacific 2
Clev., Lor. & W. pf. 2¼
Detroit Gas 2½
Gen. Electric, old 3¾
Gt. Northern pf. 3
Hawaiian Sugar 1¾
Int. Paper 1½
K. C., P. & G. 1
L. E. & W. pf. 2¼
Manhattan 1¼
Mo. Pacific 1¾
Nat. Biscuit 1½
New Central Coal 1
New Jersey Central .. 3
N. Y. Air Brake 11½
Northern Pac. 3¾
Oreg. R. R. & N. 1½
Pacific Coast 2¼
Pacific Coast 2d pf. .. 1½
People's Ins., Chi. 1½
Pullman Car 2½
Reading 1
Reading 1st pf. 2
Reading 2d pf. 1¼
Southern Pacific 1
Union Pacific 2¾
Union Pacific pf. 2¾
U. S. Rubber 3¾
U. S. Rubber pf. 2½
Wabash pf. 2½
W. & L. E. pf., 3d asst. pd. 2¼

Stocks Declined.

Am. Cotton Oil pf. 1
Am. Sug. Refs. 11¾
Am. Sug. Refs. pf. .. 1½
Am. Steel & Wire ... 3
Am. Steel & Wire pf. 1
B'klyn Union Gas .. 2½
B'klyn Rapid Transit 4¼
Buff., R. & P. pf. .. 4
Chi. & N. W. 1¼
Colorado Mid. pf. ... 1
Col. Fuel & Iron 1¾
Consol. Ice pf. 2⅞
Consolidated Gas 5
Den. & R. G. 1¼
Des M. & Ft. D. 1
Evans. & T. H. pf. .. 1
Illinois Steel 1⅝
Met. Street Ry. 2½
Nat. Linseed Oil 4
Ore. Short Line 2
St. J. & G. I. 1st pf. 1
St. J. & G. I. 2d pf. 1

⁂

Net changes in bond quotations for the week of 1 per cent. or more were:

Bonds Advanced.

Ann Arbor 4s 1
B. & O. 5s, 1925, t. r. 1
Canada Southern 2d .. 2
Cent. of Ga. 1st pf., inc. 1½
Col. & 9th Av. 5s ... 1¼
E. & T. H. gen. 5s. 8¾
Evans. & Ind. con. 5
H., E. & W. Tex. 1st 1½
Lake Erie & W. 2d .. 1
Mexican Int. 1st 1
N. Y., O. & W. 4s .. 3½
Ore. Short L., Inc. A. 1
Pennsylvania 4½s 2¼
Pitts. & West. 1st ... 1
Reading general 1¼
Stand. R. & T., inc. 1¼
Texas Pacific 2d 1½
U. P., D. & G. 1st, t. r. 1⅝
Wabash, deb. B. 1¼
Wis. Cent. 1st, t. r. .. 2¼
West. Union coll. tr. 5s 1

Bonds Declined.

B'klyn W. & W. 5s. 1
Cent. of N. J. 5s, r. 1½
Col. Mid. 2-4s 1
Hous. & Tex. gen. 4s. 1
Laclede Gas 5s 1
Mo., K. & T. 1st 1
Mo., K. & T. 2d 1½
Missouri Pac. tr. 5s. 3
N., C. & St. L. con. .1
N. Y., S. & W. gen. 1
Ore. S. Line con. 1
St. L. & S. F. con. 4s 1
St. L. & S. W. 1st. 1½
So. Pac. of N. M. 1st 1
Stand. R. & T. 6s .. 1½

OUTSIDE SECURITIES.

Following are the latest quotations for securities not dealt in actively on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable securities brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. 5s	[illegible]	111
Atlantic Avenue gen. 5s	[illegible]	121
Atlantic Avenue Imp. Co.	[illegible]	..
Bleecker St. & F. F'y stock	[illegible]	35
Bleecker St. & F. F'y 1st 7s	[illegible]	112½
Broadway & Seventh Avenue	[illegible]	240
Broadway & Seventh Av. 1st	[illegible]	[illegible]
Broadway & Seventh Av. 2d	111	[illegible]
Broadway Surface 1st 5s	[illegible]	[illegible]
Broadway Surface 2d	[illegible]	[illegible]
Brooklyn, Bath & W. E. 5s	95	98
Brooklyn City R. R. 1st m. 5s	113	114
Brooklyn City Railroad	224	226
B'klyn City & Newtown stock	200	..
B'klyn City & Newtown 1st 5s	114	116
Brooklyn El. when issued	27	28
Brooklyn El. pf., when issued	78	80½
B'klyn, Queens Co. & Sub'n 5s	108	111
Buffalo Crosstown 5s	110½	111
Buffalo Street Railway stock	78¾	81
Buffalo Street Ry. 1st consols	112½	114
Central Cross-Town	225	..
Central Cross-Town 1st 6s	119½	..
Central Park, N. & E. River	177	185
Central Park, N. & E. R. 7s	111	113
Christopher & Tenth Street	150	..
Christopher & Tenth Street 1st	103½	104
Citizens' Ry. (Indianapolis) 5s	75½	78
Cleveland City Railway	63	72
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	74	75
Cleveland Electric con. 5s	104	106
Coney Island & Brook. stock	225	..
Coney Island & B'lyn 1st 5s	103	..
C. I. & B'lyn 5 per cent. ctfs.	101	..
Columbus (Ohio) stock	45	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	100	103
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s	114	117
D. D., E. B'y & B. 5 p. c. scrip	101	103
Eighth Avenue	330	350
Eighth Avenue 6 p. c. scrip	108	..
42d St. & Grand Street	350	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	112	116
42d St., Man. & St. Nich. Av. 2d	98	101
Kings County Elevated	5	5¾
Kings County incomes	9½	10½
Louisville St. R'y. com.	34	39
Louisville St. R'y. pref.	96	100
Nassau Elec. 1st 5s, (B'lyn)	105	108
New Orleans Traction com.	1	2
New Orleans Traction pf.	6	8
New Orleans Traction notes	..	75
North Shore Traction com.	10	11½
North Shore Traction pf.	78½	80
Ninth Avenue	188	190
Providence & Pawtucket 1st	107	108
Rochester Ry	9	11½
Rochester Ry. con 5s	95	100
Second Avenue stock	170	180
Second Avenue 1st m. 5s	109	110
Second Avenue consol. 5s	114½	116
Scranton Traction	11	13
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	107	113
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	69	79
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	172	180
Twenty-third Street	310	..
Twenty-third Street deb. 5s	108	..
Twin City R. Transit Co. com.	26	30
Twin City R. Transit Co. pf.	90	100
Union Railway	175	190
Union Railway 1st 5s	113	114
West Chicago Street	94½	95
West End (Boston)	86½	86¾
West End (Boston) pf.	105¼	106
Worcester Traction common	14½	16½
Worcester Traction pf.	95	98

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	90	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	97	99
N. Y. & E. R. Ferry stock	71	73
Union Ferry	37	39
Union Ferry bonds	101	103

Trust Companies, &c.

	Bid.	Asked.
American Surety	160	175
Atlantic	137½	..
Bond & Mort. Guar. Co.	192	..
Brooklyn	..	395
Central	1360	..
Colonial	205	..
Continental	187½	..
Farmers' Loan & Trust	900	950
Fifth Avenue	..	350
Franklin	225	232
German-American R. E.	..	90
Guaranty	425	..
Hamilton	230	240
Kings County	280	..
Knickerbocker	240	250
Lawyers' Surety	100	105
Lawyers' Title Ins.	150	156
Long Island Loan & Trust	220	225
Manhattan	165	..
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	300	..
Nassau	150	..
National Surety	..	202
N. Y. Security & Trust	400	..
N. Y. Life Ins. & Trust	1200	..
People's	..	256
Produce Exchange	204	210
Real Estate Trust Co.	200	..
Standard	105	..
State	190	205
Title Guarantee & Trust	285	..
Union	1040	..
U. S. Mortgage & Trust	290	..
United States	1190	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Commonwealth	..	105
Continental	440	..
Citizens'	109	112
Eagle	238	245
Empire City	90	95
Farragut	..	100
German-American	480	490
Germania	240	255
Greenwich	160	170
Hamilton	105	110
Hanover	155	..
Home	195	200
Kings County	170	180
Nassau, Brooklyn	150	..
New York	108	115
Niagara	160	164
North River	125	..
Pacific	160	170

Insurance Companies—Continued.

	Bid.	Asked.
Phenix, Brooklyn	[illegible]	..
Peter Cooper	120	125
Rutgers	110	115
Stuyvesant	75	80
United States	110	120
Westchester	[illegible]	..
Williamsburg City	[illegible]	..

Banks.

	Bid.	Asked.
America	[illegible]	..
American Exchange	170	..
Astor Place	220	..
Bowery	..	325
Broadway	225	232
Butchers & Drovers'	67½	77½
Central	160	172
Chase	325	..
Chatham	280	295
Chemical	3700	4000
Citizens'	125	130
City	1000	1200
Colonial	140	..
Columbia	..	155
Commerce	204	205
Continental	126	..
Corn Exchange	275	300
East River	130	..
Eleventh Ward	225	..
Fifth Avenue	2500	..
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	120	130
Fourth National	172	180
Fourteenth Street	120	150
Gallatin	300	..
Gansevoort	..	100
Garfield	800	..
German-American	112	117
Germania	325	..
German Exchange	325	..
Greenwich	165	..
Hamilton	105	..
Hanover	390	..
Hide & Leather	85	95
Home	..	145
Hudson River	140	..
Importers & Traders'	480	500
Irving	147½	..
Leather Manufacturers'	170	..
Liberty	150	..
Lincoln	750	..
Manhattan	..	225
Market & Fulton	220	228
Mechanics'	170	178
Mechanics & Traders'	110	115
Mercantile	167	172
Merchants' Exchange	117	..
Merchants'	151	..
Metropolis	..	400
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	225	..
New Amsterdam	250	..
New York	234½	238
New York County	1100	..
New York National Exchange	75	90
Nineteenth Ward	..	110
Ninth National	80	90
North America	130	..
Oriental	140	..
Pacific	180	185
Park	338	350
People's	200	..
Phenix	89	93
Plaza	290	310
Produce Exchange	110	117
Republic	155	..
Riverside	190	..
Seaboard	178	..
Second National	450	..
Seventh National	125	..
Shoe & Leather	93	98
Sixth National	250	..
State of New York	108	..
Tradesmen's	..	95
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	140	..
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	200
Beech Creek	99	101
Boston & Providence	275	277
Cayuga & Sus.	200	..
Columbus & Xenia	200	..
Delaware & Bound Brook	169	172
Detroit, Hillsdale & S. W.	99½	..
Erie & Pittsburg	138	142
Fort Wayne & Jackson pf.	130	..
Gold & Stock Tel. Co.	112	115
Kal., Allegan. & G. Rapids	140	..
Kan. City, St. L. & C. pf.	140	145
Little Miami	182½	185
Louisiana & Mo. R. pf.	165	..
Mahoning Coal	100	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	350	355
N. Y., Lack. & Western	123	..
Norwich & Worcester pf.	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough	137	139
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	256	259
Valley of New York	112	113
Warren	173	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	98	101
American Bank Note Co.	39	40
American Brake	89	92
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	4	8
American Soda Fountain 1st pf.	45	50
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	50	53
Atlantic Mu. Ins. scrip, 1897	102½	104½
American Graphophone	127½	135
American Graphophone pf.	137½	147½
Anderson Tobacco	10	15
Automatic Vending	25	..
Barney & Smith Car	13	16
Barney & Smith Car pf.	..	55
Barney & Smith Car 6s	97	100
Bliss, E. W.	110	125
Bliss, E. W., pf.	102½	110
Carter-Crume pf	53½	56
Celluloid Company	74	80

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Central & South Amer. Tel.	[illegible]	110
Ches. & Potomac Tel. stock	[illegible]	..
Claflin (H. B.) 1st pf.	[illegible]	[illegible]
Claflin (H. B.) 2d pf.	[illegible]	..
Commercial Cable	[illegible]	[illegible]
Consolidated Car Heating	[illegible]	37½
Consolidated Fireworks com.	[illegible]	10
Consolidated Fireworks pf.	[illegible]	..
Cramps' Ship & Eng. Bldg.	73	[illegible]
Diamond Match Company	135½	[illegible]
Electro-Pneumatic, as. pd.	1	1½
Empire & Bay State Tel.	[illegible]	75
Eastman Kodak Co.	[illegible]	[illegible]
Erie & Western Trans.	..	[illegible]
Electric Vehicle	10	13
Electric Vehicle pf.	70	80
Federal Steel Co.	28¾	29
Federal Steel Co. pf.	70	71
Glucose Sugar Refining com.	57¾	[illegible]
Glucose Sugar Refining pf.	106	[illegible]
Gorham Mfg. Co., com.	..	90
Gorham Mfg. Co. pf.	114	120
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	51	57
Hecker-Jones-Jewell M. bonds	87½	[illegible]
Herring-Hall-Marvin com.	½	1½
Herring-Hall-Marvin pf.	5	8
Hoboken Land & Imp.	160	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	60	[illegible]
International Paper 6s	110	110½
Iron Steamboat	2½	4½
Iron Steamboat 6s	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journea & Burnham pf.	67½	72½
Lanston Monotype	70	80
Lorillard pf.	117	120
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	25	35
Mechanical Rubber com.	12	20
Mechanical Rubber pf.	35	45
Mergenthaler Linotype	183	185
Michigan Pen. Car com.	9	11
Michigan Pen. Car pf.	54½	57½
Mosler Safe Co. pf.	..	100
National Saw pf.	..	25
National Casket Co.	60	80
National Wall Paper deb. stock	60	70
N. Y. Loan & Imp.	50	..
N. Y. Biscuit bonds 6s	114	116
New Jersey Zinc & Iron	100	..
N. Y. & N. J. Telephone	150	152
Nicaragua Construction	7	10
Northwestern Telegraph	115	..
Old Dominion Steamship	85	95
Penn. Salt Manufacturing	102	104
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pittsburg Bessemer	24¾	25
Pneumatic Gun Carriage	2¼	3
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	245	..
Procter & Gamble pf.	160	165
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf.	30	40
Safety Car Heating & Light	102½	107½
Simmons Hardware com.	107½	110
Simmons Hardware pf.	116	120
Singer Mfg. Co.	405	425
Standard Distilling	22	23
Standard Distilling pf.	70	71
Standard Oil	409	411
Susquehanna Coal 6s	115	..
Swift & Co.	101	104
Swift & Co. 1st pf.	106	..
Texas & Pacific Coal	60	70
Texas & Pacific Coal 1st	102	..
Trenton Potteries com.	6	9
Trenton Potteries pf.	34	39
Trow Directory	35	45
Union Switch & Signal	63	65
Union Switch & Signal pf.	110	116
Union Typewriter com.	11	13
Union Typewriter 1st pf.	100½	102
Union Typewriter 2d pf.	88	92
U. S. Glass common	25	25½
U. S. Glass pf.	79	80
Wagner Palace Car	170	172
Westinghouse Air Brake	320	330
Worthington Pump	25	28
Worthington Pump pf.	93	96

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	64½	65½
Baltimore Con. 1st 5s	110	110½
Buffalo (N. Y.) 1st w. 1.	95½	96½
Buffalo (N. Y.) stock	23	24
Central (N. Y.)	175	..
Central Union Gas bonds	100½	101½
Central Union Gas con. deb. 5s	108½	111
Chicago Consumers' 1st 5s	..	105
Chi. Eq. Gas L. & F. 1st 6s	102	..
Chi. P. Gas & C. 1st 6s	117	119
Chi. P. Gas & C. 2d 6s	106	108
Chi. P. Gas & C. con. 6s	..	120
Chicago P. Gas refunding 5s	105	108
City Gas (Norfolk, Va.)	36	38
City Gas (Norfolk, Va.) 1st 6s	98	105
Columbus (Ohio) Gas stock	86	89
Columbus (Ohio) 1st 5s	100	106½
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	76	81
Con. Gas (Jersey City) bonds	102	104
Detroit inc. 5s	96½	96½
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	116	117½
Fort Wayne (Ind.) stock	71	76½
Fort Wayne (Ind.) 1st 6s	89	90½
Grand Rapids stock	80	83
Grand Rapids bonds	99½	101½
Ind. Nat. & Ill.	54	58
Indiana Nat. & Ill. 1st 6s	73	75
Indianapolis stock	115	125
Indianapolis 1st 6s	104½	106½
Lafayette (Ind.) stock	83	86
Lafayette 1st 6s	85	87½
Logansport & Wab. Val. stock	52	56
Logansport & Wab. Val. 1st 6s	72	73
Madison (Wis.) Gas	60	64
Madison (Wis.) 1st 6s	98½	101½
Mutual of New York	320	330
New Amsterdam	28¼	29
New Amsterdam pf.	69	70
New Amsterdam 1st 5s	99	100¼
N. Y. & E. R. Gas Co. 1st	111	113
N. Y. & E. R. Gas Co. con.	108	109
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	70	71
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	93
St. Paul Gas stock	47	50
St. Paul Gas bonds	78	82
Standard Gas, New York	139	141
Standard Gas, New York, pf.	157	165
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	87	90
Western Gas Co., Milwaukee	89	93
West. Gas Co. bonds, Milw'kee	102	104
Williamsburg 1st 6s	101	103½

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Sierra Nevada	.91	.91	.91	.91	500
Standard	1.60	1.75	1.60	1.75	300
Total sales					800

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.06	.06	.05	.05	3,900
Anaconda	.60	.60	.57	.57	800
Brunswick	.10	.11	.10	.11	1,300
Best & Belcher	.35	.35	.35	.35	100
Chrysolite	.14	.14	.14	.14	500
Con. Cal. & Va.	.65	.90	.65	.90	650
Crescent	.03	.03	.03	.03	2,000
Cr. & Crip. Ck.	.04	.06	.04	.05	2,500
Crip. Creek Con.	.12	.12	.11	.11	2,000
Crown Point	.20	.20	.20	.20	1,000
Golden Fleece	.35	.35	.35	.35	200
Horn Silver	1.35	1.35	1.35	1.35	100
Iron Silver	.70	.70	.70	.70	100
Little Chief	.20	.24	.20	.24	1,500
Mexican	.20	.30	.20	.25	600
Mount Rosa	.16	.18	.15	.18	1,300
Mollie Gibson	.22	.22	.22	.22	500
Pharmacist	.08	.08	.07	.08	3,500
Proenix	.15	.15	.15	.15	400
Potosi	.20	.21	.20	.21	300
Sierra Nevada	.91	.96	.91	.96	1,000
Small Hopes	1.05	1.05	1.05	1.05	300
Standard	1.65	1.65	1.65	1.65	325
Yellow Jacket	.26	.26	.26	.26	400
Total sales					24,975

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.05	.05½	.04½	.04¾	35,000
Am. Flag	.05	.07	.05	.07	6,500
Anchoria	.73	.75	.73	.75	1,800
Anaconda	.59	.63½	.58	.63¼	2,800
Cannon Ball	.003	.006	.003	.005½	55,000
C. Creek cn.	.10½	.11	.09⅝	.10⅝	10,500
Copper Rock	.002	.003	.002	.003	3,000
Elkton	1.22	1.24	1.18	1.20	2,900
Garfield Con.	.12½	.13¼	.11¾	.12½	19,200
Golden Fleece	.27	.40	.27	.39	5,100
Isabella	.28	.28	.28	.28	500
Jefferson	.07	.07½	.06¾	.07¼	14,000
Justine	.03⅜	.03½	.03⅜	.03½	2,000
Lillie	1.10	1.10	1.07	1.08	2,600
Mollie Gibson	.21	.22½	.21	.22½	8,300
Mount Rosa	.20	.20	.18½	.19	5,100
Old Gold	.005¾	.009	.005¾	.009	4,900
Pilgrim	.004	.004	.004	.004	5,000
Rocky Mount.	.15¼	.18	.15	.18	11,000
Sentinel	.007	.007	.006	.007	16,000
Union	.23	.25	.23	.24	9,200
Waldorf	.05¼	.05½	.05¼	.05½	5,200
Work	.10	.10	.10	.10	1,000
Total sales					227,600

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $2,836,875. The banks now hold $4,240,400 more than the legal requirements. The changes in the averages show a decrease in loans of $12,130,500, a decrease in specie of $8,866,700, an increase in legal tenders of $1,071,700, a decrease in deposits of $19,834,500, and an increase in circulation of $349,400.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	Sept. 17, '98.	Sept. 10, '98.	Sept. 18, '97
Loans	$653,264,700	$665,395,200	$579,313,700
Specie	128,899,800	137,766,500	91,804,200
Legal tenders	53,357,500	52,285,800	87,080,600
Net deposits	712,067,600	731,902,100	635,953,500
Circulation	14,466,600	14,117,200	14,862,200

The following shows the amounts of reserve held above the legal requirements:

	Sept. 17, '98.	Sept. 10, '98.	Sept. 18, '97
Specie	$128,849,800	$137,766,500	$91,804,200
Legal tenders	53,357,500	52,285,800	87,080,600
Total res've	$182,257,300	$190,052,300	$178,884,800
Reserve required ag'st deposits	178,016,900	182,975,525	158,989,625
Excess of reserve above legal req'rements	$4,240,400	$7,076,775	$19,895,175

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,261,575	$43,991,450	$27,183,100
Jan. 15	25,968,775	52,172,525	32,345,550
Jan. 22	31,275,200	57,067,800	37,678,500
Jan. 29	35,609,450	59,148,250	39,623,400
Feb. 5	34,781,625	54,540,050	40,182,825
Feb. 11	32,437,050	51,678,225	36,818,875
Feb. 19	25,683,450	55,665,850	28,627,050
Feb. 26	22,729,125	57,520,975	24,422,150
March 5	20,828,500	55,556,925	23,294,500
March 12	22,721,425	52,863,550	21,448,825
March 19	28,060,050	48,168,975	19,042,675
March 26	33,851,475	48,895,750	18,147,425
April 2	35,720,800	47,668,575	17,605,975
April 9	35,086,475	46,170,050	17,981,250
April 16	37,846,075	46,966,900	18,139,350
April 23	43,525,100	49,257,900	20,678,675
April 30	44,504,675	48,917,625	22,944,275
May 7	43,916,475	44,096,975	20,242,125
May 14	46,997,225	44,490,500	18,577,975
May 21	50,715,250	45,998,950	21,701,500
May 28	53,704,600	46,616,100	22,220,675
June 4	52,249,700	45,329,825	18,486,300
June 11	58,841,100	47,601,475	20,677,050
June 18	59,272,800	48,399,950	19,918,250
June 25	62,296,250	49,289,150	21,917,325
July 2	62,012,550	41,384,875	20,828,250
July 9	53,345,300	41,361,375	22,287,375
July 16	46,865,525	46,086,900	21,773,025
July 23	45,612,000	47,361,575	18,499,550
July 30	41,904,475	45,729,150	17,728,600
Aug. 6	39,592,000	41,042,125	13,815,575
Aug. 13	33,111,850	38,882,725	8,400,175
Aug. 20	28,839,250	39,753,450	9,270,150
Aug. 27	21,843,800	39,517,750	8,838,290
Sept. 3	14,891,050	34,114,150	8,348,550
Sept. 10	7,076,775	26,068,825	8,757,825
Sept. 17	4,240,400	19,893,875	10,454,375

The following shows the surplus reserve at this time for a series of years:

1898	$4,240,400	1893	$10,801,700
1897	19,842,875	1892	4,579,575
1896	10,454,375	1891	7,756,750
1895	35,885,250	1890	1,905,200
1894	59,353,700	1889	1,979,400

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ended Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise, the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended Sept. 16, 1898	[illegible]
Week ended Sept. 17, 1897	8,817,613
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible],361,071

Exports of General Merchandise.

Week ended Sept. 13, 1898	[illegible]
Week ended Sept. 14, 1897	[illegible]
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

Imports of Gold.

Week ended Sept. 16, 1898	[illegible]
Week ended Sept. 17, 1897	[illegible]
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

Exports of Gold.

Week ended Sept. 16, 1898	$219,985
Week ended Sept. 17, 1897	7,625
From Jan. 1, 1898	7,185,128
From Jan. 1, 1897	29,647,702

Net Exports of Gold.

From Jan. 1, 1897	$25,479,191

Net Imports of Gold.

Week ended Sept. 16, 1898	$2,006,631
Week ended Sept. 17, 1897	87,890
From Jan. 1, 1898	70,101,208

Imports of Silver.

Week ended Sept. 16, 1898	$44,487
Week ended Sept. 17, 1897	38,071
From Jan. 1, 1898	1,808,594
From Jan. 1, 1897	2,015,015

Exports of Silver.

Week ended Sept. 16, 1898	$863,671
Week ended Sept. 17, 1897	745,320
From Jan. 1, 1898	32,562,759
From Jan. 1, 1897	33,432,598

Net Exports of Silver.

Week ended Sept. 16, 1898	$819,184
Week ended Sept. 17, 1897	707,249
From Jan. 1, 1898	30,753,165
From Jan. 1, 1897	31,417,583

Total Imports of Specie.

Week ended Sept. 16, 1898	$2,271,168
Week ended Sept. 17, 1897	133,566
From Jan. 1, 1898	79,694,930
From Jan. 1, 1897	6,138,526

Total Exports of Specie.

Week ended Sept. 16, 1898	$1,083,656
Week ended Sept. 17, 1897	752,945
From Jan. 1, 1898	39,751,887
From Jan. 1, 1897	63,080,380

Total Net Imports of Specie.

Week ended Sept. 16, 1898	$1,187,447
From Jan. 1, 1898	39,943,043

Total Net Exports of Specie.

Week ended Sept. 17, 1897	$619,859
From Jan. 1, 1897	[illegible]

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing Sept. 17.		STOCKS.	Amount Outstanding.	Last Dividend.			Range in 1898.					Last Sale.		
Bid.	Asked.						Highest.			Lowest.				
180	220	**Albany & Susquehanna**	$3,520,000	July	1898	3½	*186	Feb.	3	*183	Jan. 4	*186	Feb. 3,	1898
..	..	American Bank Note	....	June 30,	1898	1	*43	Mar.	5	*43	Mar. 5	*43	Mar. 5,	1898
115	130	American Coal	1,500,000	Sept. 1,	1898	5	..	Mar.	...	..	....	125	Sept. 16,	1897
10	12	Ann Arbor	3,250,000	....		..	15	Feb.	3	*10⅝	Aug. 8	11	Sept. 9,	1898
105	108	**Boston Air Line pf.**	1,426,000	July	1898	2	*105	Mar.	9	*105	Mar. 9	*105	Mar. 9,	1898
..	..	Brooklyn Elevated certificates	13,283,600	....		..	28	Aug.	22	25½	Aug. 17	28	Aug. 23,	1898
75	..	Bur., Cedar Rap. & Northern	5,500,000	Aug. 1,	1898	2	75	July	1	*65	Mar. 10	*74	Aug. 13,	1898
..	..	**Capital Traction**	12,000,000	July 1,	1898	75c.	70	Jan.	25	62	Jan. 4	70	Jan. 25,	1898
..	..	Central Coal & Coke	1,500,000	....		..	..	......	...	..	....	20¾	Oct. 13,	1897
170	..	Chicago & Alton pf.	3,479,500	June 1,	1898	1¾	*166	Mar.	24	*166	Mar. 24	*166	Mar. 24,	1898
70	73	Chicago Great Western deb.	13,300,000	July,	1898	2	73½	Sept.	2	*71	Aug. 4	73½	Sept. 2,	1898
30	35	Chi., Ind. & Louis. pf.	5,000,000	....		..	38½	July	27	23	Apr. 16	*30	Sept. 10,	1898
..	..	Chicago Stock Yards	6,500,000	July 1,	1898	4	..	......	...	..	....	102½	May 22,	1897
..	..	Chicago Stock Yards pf.	6,500,000	July 1,	1898	1½	120	June	4	120	June 4	120	June 4,	1898
85	90	Cleve., Cin., Chi. & St. L. pf.	10,000,000	July 20,	1898	1¼	90½	Aug.	16	77½	Mar. 9	*90	Aug. 19,	1898
169	..	Cleveland & Pittsburg	11,243,736	Sept. 1,	1898	1¾	*174	Aug.	8	*169½	June 24	*172	Aug. 11,	1898
..	⅝	Col. Coal & Iron Dev.	5,500,000	....		..	⅝	Jan.	28	⅛	Apr. 7	½	Aug. 17,	1898
1	2½	Col. Coal & Iron Dev. pf.	500,000	....		..	2½	Jan.	7	2	June 6	2½	June 6,	1898
..	80	Colorado Fuel & Iron pf.	2,000,000	Feb. 20,	1897	4	75	Aug.	19	65	Aug. 8	75	Aug. 19,	1898
4	7	Colorado Midland	3,420,200	....		..	8¼	Sept.	6	*5	June 6	*7	Sept. 7,	1898
5¾	6	Columbus, Hock. Val. & Tol.	11,696,300	....		..	8¾	Feb.	10	4¾	July 30	6	Sept. 10,	1898
..	25	Col., Hock. Val. & Tol. pf.	2,500,000	Jan. 2,	1897	2½	27½	Feb.	10	17	Jan. 17	23	Aug. 18,	1898
170	..	Commercial Cable	10,000,000	July 1,	1898	1¾	180	July	12	180	July 12	*180	July 15,	1898
46	..	Consolidation Coal	10,250,000	Feb. 1,	1898	2	*46	June	27	40	May 17	*41	Aug. 26,	1898
..	..	Consol. K. C. Smelt. & Ref. pf.	976,325	July 15,	1898	1¾	99½	May	24	99½	May 24	99½	May 24,	1898
50	..	**Des Moines & Ft. Dodge** pf.	763,500	Aug. 2,	1898	6	..	......	...	..	....	*70	Dec. 31,	1897
3	4	Duluth, South Shore & Atlantic	12,000,000	....		..	2⅝	Aug.	5	2⅝	Aug. 5	2⅝	Aug. 5,	1898
6	7¼	Duluth, South Shore & Atl. pf.	10,000,000	....		..	8¾	Aug.	23	5	Apr. 4	7¾	Aug. 27,	1898
..	55	**Eastern Elevator**	1,000,000	....		..	66	Mar.	11	†57	July 23	†57	July 23,	1898
..	..	Edison El. Ill. of Brooklyn	4,000,000	July 15,	1898	1¼	*125	Aug.	19	*102½	Apr. 1	*124¾	Aug. 31,	1898
350	..	Eighth Avenue	1,000,000	July	1898	3¾	*350	July	29	*335	June 16	*350	Aug. 5,	1898
..	..	Erie Tel. & Tel.	48,000,000	May 16,	1898	1	..	......	...	..	....	75	Oct. 14,	1897
..	..	**Flint & Pere Marquette**	3,298,200	....		..	15	Aug.	22	*9⅛	Apr. 15	14½	Aug. 26,	1898
..	..	Flint & Pere Marquette pf.	6,500,000	Feb. 15,	1893	2	43	Jan.	28	*27	Mar. 26	40¼	Aug. 23,	1898
..	..	Ft. Worth & Den. City, stamped	2,555,000	Mar. 15,	1898	2	28	Mar.	15	19¼	Jan. 24	*23	Aug. 25,	1898
12½	15	Fort Worth & Rio Grande	3,108,100	....		..	16¾	Jan.	31	10	May 19	15½	Aug. 23,	1898
..	..	**General Electric pf.**	4,252,000	July 1,	1893	3½	..	......	...	..	....	75	Mar. 22,	1898
..	..	Gold & Stock Tel.	5,000,000	July	1898	1½	..	......	...	..	....	*108½	Dec. 14,	1897
30	..	Green Bay & Western	2,500,000	....		..	*32½	Feb.	24	*30	Jan. 7	*30	Aug. 6,	1898
..	..	**H. B. Claflin Co. 1st pf.**	2,600,300	Aug. 1,	1898	1¼	..	......	...	..	....	*94½	Dec. 30,	1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	Aug. 1,	1898	1½	..	......	...	..	....	*94	Dec. 11,	1897
..	..	Harlem	8,646,050	July 1,	1898	2	*350	July	19	*320	Jan. 5	*350	Sept. 10,	1898
52	..	Homestake	12,500,000	Aug. 25,	1898	50c.	*57	Sept.	8	43	Apr. 2	*57	Sept. 8,	1898
94	97	**Illinois Central,** leased line	10,000,000	July,	1898	2	97½	Aug.	23	*94	Feb. 2	97½	Aug. 23,	1898
5½	6½	**Kanawha & Michigan**	9,000,000	....		..	6¾	Jan.	2	6	Feb. 2	6⅝	Aug. 8,	1898
..	..	Keely Motor	....	....		..	..	......	...	..	....	4½	Mar. 9,	1897
4	5	Keokuk & Des Moines	2,600,000	....		..	5½	June	11	*2½	Jan. 26	4½	Aug. 23,	1898
15⅛	17	Keokuk & Des Moines pf.	1,524,000	Jan. 15,	1895	90c.	24¼	Feb.	10	15	Apr. 16	16	Sept. 2,	1898
29	32	Keokuk & Western	4,000,000	Apr. 1,	1898	1	34½	Mar.	1	30	June 2	30	July 11,	1898
3	9¾	Kingston & Pembroke	4,500,000	....		..	4½	Aug.	10	2	May 19	4½	Aug. 10,	1898
192¾	..	**Lake Shore** certificates	49,466,500	July 29,	1898	3½	198	Aug.	4	170¾	Jan. 4	*193	Sept. 8,	1898
192¾	..	Lake Shore	....	....		..	190	May	27	*180	May 2	*188	July 7,	1898
2	6	**Manhattan Beach**	5,000,000	....		..	5¼	Jan.	24	2	Aug. 31	2	Aug. 31,	1898
45	52	Maryland Coal pf.	1,876,000	July 1,	1898	2	*53	June	10	45	Mar. 28	*52½	Aug. 15,	1898
..	..	Mergenthaler Linotype	10,000,000	June 30,	1898	5	*152	May	31	*140	Mar. 9	*152	May 31,	1898
5⅛	5½	Mexican Central	47,841,100	....		..	6¼	Jan.	8	4½	June 15	6⅛	Aug. 30,	1898
1	1½	Mexican National certificates	33,350,000	....		..	1½	May	2	1	Feb. 10	1¼	June 7,	1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1,	1893	2	..	......	...	..	....	14	Sept. 9,	1897
..	..	Michigan Peninsular Car pf.	5,000,000	Aug. 27,	1898	2	*60	Aug.	25	*54	Jan. 29	*57	Aug. 31,	1898
27	29	Minneapolis & St. Louis	6,000,000	....		..	30⅞	Feb.	15	24	Mar. 11	27	Sept. 8,	1898
6	..	Minn., St. P. & S. Ste. Marie	14,000,000	....		..	7	Jan.	5	6½	Mar. 11	6½	Mar. 11,	1898
18	..	Minn., St. P. & S. Ste. Marie pf.	7,000,000	....		..	..	......	...	..	....	10	Dec. 2,	1897
..	..	**Nash., Chat. & St. Louis**	10,000,000	Aug. 1,	1898	1	60	June	1	60	June 1	60	June 1,	1898
5	7½	National Starch Mfg. Co.	5,000,000	....		..	9	Feb.	10	5	Apr. 25	8	Aug. 26,	1898
73	77	National Starch 1st pf.	3,000,000	May 1,	1898	2	*81	Jan.	24	60	Mar. 25	73	Aug. 11,	1898
20	25	National Starch 2d pf.	2,500,000	January,	1893	6	30	Jan.	27	15	June 29	27	Aug. 11,	1898
13	14½	N. Y., Chicago & St. Louis	14,000,000	....		..	15⅝	Jan.	31	*11⅝	Apr. 20	14½	Sept. 6,	1898
65	75	N. Y., Chi., & St. Louis 1st pf.	5,000,000	Mar. 1,	1898	2	76	Jan.	31	*65	May 10	76	Aug. 9,	1898
32	36	N. Y., Chic. & St. Louis 2d pf.	11,000,000	....		..	40¼	Jan.	29	28	Mar. 25	34¼	Sept. 7,	1898
..	..	N. Y., Lack. & West	10,000,000	July,	1898	1¼	125	Sept.	8	*120	Apr. 20	125	Sept. 8,	1898
..	..	New York Mutual Gas	3,500,000	July 11,	1898	5	..	......	...	..	....	*350	Nov. 16,	1897
..	..	New Jersey & New York Tel.	5,000,000	Apr. 15,	1898	2½	..	......	...	..	....	*124	Jan. 28,	1897
..	..	**Omaha & St. Louis**	621,900	....		..	7	Mar.	5	7	Mar. 5	7	Mar. 5,	1898
4	..	Ontario Mining	15,000,000	Dec. 1,	1897	75c.	*5	June	17	*3	Mar. 8	*3⅞	July 30,	1898
..	..	**Panama**	7,000,000	Jan. 3,	1896	2	..	......	...	..	....	*95	Sept. 22,	1897
330	..	Pennsylvania Coal	5,000,000	May 1,	1898	4	*350	Feb.	25	*325	Mar. 23	*325	Mar. 23,	1898
1¼	1⅝	Peoria, Decatur & Evansville	8,400,000	....		..	2¼	May	23	⅞	Jan. 7	1½	Aug. 30,	1898
4½	6	Peoria & Eastern	10,000,000	....		..	5¼	Feb.	11	*3	Jan. 26	5⅛	Aug. 15,	1898
..	..	P. Lorillard pf.	2,000,000	July 1,	1898	2	*116	July	27	*116	July 27	*116	July 27,	1898
42⅝	43¼	Pitts., Cin., Chi. & St. Louis	24,347,100	....		..	47½	May	2	38⅞	Jan. 5	43¼	Sept. 9,	1898
171	..	Pitts., Ft. W. & Chicago	19,714,285	July 5,	1898	1¾	*175	Sept.	8	*168	Feb. 25	*175	Sept. 9,	1898
2	2½	**Quicksilver**	5,708,700	....		..	2¼	Jan.	27	⅞	Jan. 7	2	Sept. 9,	1898
6	8	Quicksilver pf.	4,291,300		1891	4⅜	7	Aug.	22	5	June 2	6	Sept. 6,	1898
185	..	**Rens. & Saratoga**	10,000,000	July,	1898	4	*185½	July	27	*182	Jan. 26	*184	Aug. 17,	1898
..	..	Rio Grande Western	10,000,000	....		..	32	Aug.	23	*21½	Jan. 11	29¼	Sept. 6,	1898
124	125	Rome, Watertown & Og.	10,000,000	Aug. 15,	1898	1¼	*125	Aug.	31	*116½	Mar. 26	124½	Sept. 8,	1898
..	..	**St. Paul & Duluth**	4,660,200	July 5,	1887	3	27	Aug.	11	*17½	July 9	24¾	Aug. 27,	1898
4¾	5	St. Louis Southwestern	16,500,000	....		..	6¼	Aug.	10	3¾	Jan. 24	5¾	Aug. 31,	1898
..	..	St. Paul & Duluth pf.	4,793,123	Sept. 1,	1898	4½	*90½	Sept.	2	78	Apr. 20	*90½	Sept. 2,	1898
60¼	61	Silver Bullion certificates	....	....		..	60⅝	Sept.	8	56	May 5	60⅝	Sept. 8,	1898
200	..	Sixth Avenue	2,000,000	July 1,	1898	3½	..	......	...	..	....	195	July 19,	1897
..	..	Standard Gas	5,000,000	July 1,	1898	1½	*147	Jan.	24	143½	Jan. 21	*147	Jan. 22,	1898
..	..	Standard Gas pf.	3,721,100	July 1,	1898	5	*144½	Jan.	3	*144½	Jan. 22	*144½	Jan. 24,	1898
..	..	Southern & Atlantic Tel.	559,525	April,	1898	2½	100	Feb.	17	100	Feb. 17	100	Feb. 17,	1898
..	..	**Tenn. Coal & Iron** pf.	1,000,000	July 15,	1893	4	*80	Aug.	17	*80	Aug. 17	*80	Aug. 24,	1898
..	..	Texas Central	2,649,400	....		..	..	......	...	..	....	10	July 13,	1897
..	..	Texas Central pf.	1,324,500	Jan. 15,	1898	3	..	......	...	..	....	*40½	Feb. 5,	1897
20	30	Toledo & Ohio Central	6,500,000	Nov. 25,	1893	1	*15	Feb.	10	*12	Aug. 26	*15	Aug. 26,	1898
40	50	Toledo & Ohio Central pf.	3,705,000	July 25,	1896	1¼	45	Sept.	8	*27	Aug. 26	45	Sept. 8,	1898
26	30	Twin City Rapid Transit	15,010,000	....		..	30¼	Sept.	2	19¾	Apr. 14	30	Sept. 2,	1898
..	..	Twin City Rapid Transit pf.	1,137,200	April,	1898	1¾	..	......	...	..	....	*95	Dec. 23,	1897
..	..	**Union Ferry**	3,000,000	July 1,	1898	1	..	......	...	..	....	64	July 13,	1897
..	..	United N. J. R. R. & Canal	21,240,400	July,	1898	2½	..	......	...	..	....	*215½	Mar. 15,	1897
..	..	Utica & Black River	2,223,000	March,	1898	3½	..	......	...	..	....	165	Oct. 20,	1897
..	..	**Warren Railroad**	1,800,000	July,	1898	3½	..	......	...	..	....	167	Aug. 24,	1897
..	..	Western Gas	4,000,000	July 20,	1898	3	86	Jan.	17	86	Jan. 17	86	Jan. 17,	1898
..	..	Western Union Beef	13,600,000	Nov. 23,	1897	2	8	Jan.	13	7½	Jan. 5	8	Apr. 18,	1898
4	7	Wisconsin Central pf.	3,000,000	....		..	8	Jan.	17	5	Feb. 15	7	Sept. 8,	1898

*Sales of less than 100 shares. †Sale buyer 10 days.

ON THE LONDON EXCHANGE.

LONDON, Sept. 18.—The markets were choppy and irregular throughout the week just ended, owing to exaggerated talk of gold withdrawals, the Cretan troubles, the news from Fashoda, and the Presidential crisis in Paris, which checked an upward tendency that seemingly was about starting.

American securities were the strongest feature, New York operators having apparently taken the market in hand. The feature of the trading was a sharp rally led by [illegible] Northern Pacific. This was followed by a relapse in Union Pacific ordinary of three-quarters of a point. Union Pacific preference also declined half a point, Southern preference one-half, Wabash debentures, one-half; Wabash preference, one-quarter; Chicago, Milwaukee and St. Paul preferred, one-half; Missouri, Kansas and Texas, three-eighths; Northern Pacific preferred, three-eighths; Louisville and Nashville, one-fourth; Pennsylvania, one-fourth; Reading ordinary, one-fourth, and Atchison, Topeka and Santa Fé, and others, one-eighth. Baltimore and Ohio shares were one point better, at 45¾.

Discount rates hardened to 1⅛. Money was easy at ½@¾ per cent. early in the week, but later was quoted at ¼@½ per cent.

THE MANCHESTER MARKET.

MANCHESTER, Sept. 18.—A fair business is being done in yarns, which have improved their margin on the declining of cotton. This is likely to continue because the demand of cloth is overlapping the supply. There was a large Eastern demand during the week, which, however, was mostly unacceptable, except to manufacturers with pronounced bearish views, and, therefore, the sales were comparatively small. India took a fair selection of light goods, and China placed several large orders for its specialty. The minor markets were slow and split up into numerous small orders, which, however, aggregate into a fair weight. Summing up, the employment is fair and the tone hopeful. Gladbach has sold largely during the past fortnight. The sales forward are estimated to now equal five months' production.

CHICAGO QUOTATIONS.

CHICAGO, Sept. 17.—Biscuit common opened at 33⅝, and, after touching 34¼, closed at 33⅝. The preferred had one sale at 95½. Steel and Wire brought 31 for the common and 86¼ for the preferred. Metropolitan fives receipts fetched 83. Match was steady at 133. There was little demand for West Chicago, at 94½@95¼. South Side elevated opened at 71, sold up a point, and closed there. Chicago City Railway was sold once for 282½. Settlement prices:

American Strawboard	30¾
C. & Chi. C. & D. Co	59¾
Diamond Match Company of Illinois	133¾
National Biscuit Co. com	33
National Biscuit Co. pf.	96
American Steel & Wire com	30
American Steel & Wire pf.	86
Chicago Brewing & Malting Co.	6
Chicago Brewing & Malting Co. pf.	27¼
Chicago Packing & Provision Co.	25
Chicago Packing & Provision Co. pf.	40¾
Milwaukee & Chicago Brewing Co.	6½
Milwaukee & Chicago Brewing Co. pf.	31½
North Chicago Street Railroad	223
West Chicago Street Railroad	94½
South Side Elevated Railroad	71½
Lake Street Elevated	12⅝
Lake Street Elevated trust certificates	10
Street's West Stable Car Line	19¾

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 60½@61c per ounce.

Silver was quoted in London at 28⅛d per ounce, and in New York at 60⅝c. Mexican dollars were quoted at 47½c.

The Mercantile Safe Deposit Company holds 323,018.59 ounces of silver bullion.

CLEARING HOUSE COMPARISONS.

	Exchanges.	Balances.
Sept. 17	$851,162,633	$48,805,691
*Sept. 10	670,077,648	38,606,001
Sept. 3	838,054,779	45,588,908
Aug. 27	762,047,004	40,062,828
Aug. 20	843,316,542	44,062,503
Aug. 13	778,612,966	46,768,251
Aug. 6	741,158,272	56,354,966
July 30	644,528,336	39,372,795
July 23	630,290,419	46,140,432
July 16	720,893,050	47,109,833
*July 9	617,814,853	44,594,178
July 2	826,868,628	62,960,979
June 25	655,289,867	43,167,523
June 18	763,423,231	47,170,993
June 11	747,874,044	57,216,535
*June 4	719,788,431	41,451,465
May 28	706,878,309	40,423,331
May 21	750,486,491	44,370,061
May 14	819,486,062	46,850,109
*May 7	778,748,634	42,742,[illegible]
April 30	681,653,506	41,[illegible]
April 23	626,188,250	35,968,111
April 16	630,947,708	35,834,274
April 9	[illegible]	[illegible]
April 2	752,961,674	[illegible]
March 26	611,[illegible]	39,[illegible]
March 19	735,676,[illegible]	48,[illegible]
March 12	732,[illegible],310	39,546,[illegible]
March 5	904,747,[illegible]	50,181,179
*Feb. 26	806,511,[illegible]	41,[illegible]
Feb. 19	898,[illegible],610	48,[illegible]
Feb. 12	785,169,[illegible]	37,[illegible]
Feb. 5	[illegible]	54,313,[illegible]
Jan. 29	[illegible]	[illegible]
Jan. 22	[illegible]	46,[illegible]
Jan. 15	[illegible]	[illegible]
Jan. 8	[illegible]	[illegible]

*Five days.

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TREASURY STATEMENT.

WASHINGTON, Sept. 17.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 17th day of September, 1898:

CASH IN THE TREASURY.

Gold coin	[illegible]		
Gold bullion	[illegible]		
		[illegible]	
Outstanding gold certificates	[illegible]		
Less gold certificates in Treasury	[illegible]		
		35,449,000.00	
			*$243,884,834.17
Standard silver dollars	......	$401,020,469.00	
Outstanding silver certificates	$400,392,504.00		
Less silver certificates in Treasury	6,070,984.00		
		394,321,520.00	
			7,698,949.00
Silver bullion	......	......	531,432.06
Standard silver dollars of 1890	$3,187,453.00		
Silver bullion of 1890, (cost)	95,675,827.00		
		$98,863,280.00	
Less outstanding Treasury notes	......	98,863,280.00	
United States notes	......	$64,595,942.00	
Outstanding currency certificates	$21,690,000.00		
Less currency certificates in Treasury	4,020,000.00		
		17,670,000.00	
			46,925,942.00
Treasury notes of 1890	$2,981,187.00		
National bank notes	2,934,006.93		
Fractional silver coin	9,898,964.11		
Fractional currency	816.33		
Minor coin	1,093,817.43		
Deposits in National banks	74,885,361.71		
Bonds and interest paid	761,675.96		
		$93,005,779.47	
Less National bank 5 per cent. fund	$8,626,404.02		
Outstanding checks and drafts	8,384,071.85		
Disbursing officers' balances	52,989,229.54		
Post Office Department account	2,248,561.16		
Miscellaneous items	2,040,489.50		
		74,288,756.07	
			18,717,023.40
Available cash balance, including gold reserve			$317,968,181.63

RECEIPTS.	This Day.	This Month.	This Fiscal Yr.
Customs	$484,827.57	$9,514,438.87	$40,988,818.88
Internal revenue	1,092,264.89	12,317,554.35	62,504,186.62
Miscellaneous	308,393.28	1,074,638.13	5,098,442.27
Total receipts	$1,885,485.74	$22,906,631.35	$108,596,447.72
EXPENDITURES.			
Civil and miscellaneous	175,000.00	3,484,000.00	23,327,702.00
War	210,000.00	10,965,000.00	70,902,889.21
Navy	185,000.00	4,585,000.00	19,485,557.10
Indians	10,000.00	710,000.00	2,145,952.81
Pensions	540,000.00	6,815,000.00	32,557,629.64
Interest	200,000.00	700,000.00	9,363,962.55
Total expenditures	$1,320,000.00	$27,259,000.00	$157,783,193.31
Excess of receipts over expenditures	565,485.74	†4,352,368.65	†49,246,745.59
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	......	307,580.00	3,208,839.00
Redemptions under act July 14, 1890	26,935.00	645,532.50	3,776,732.50

REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$521,497,335.00	$92,919,423.00	$614,416,758.00
This fiscal year	4,675,828.00	344,805.00	5,020,633.00
This month	241,334.00	39,270.00	280,604.00
This day	43,758.00	3,025.00	46,783.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882. †Excess of expenditures over receipts.

DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston & Albany (quarter)	2	Sep. 30	Sep. 3	Oct. 1
Boston & Maine (quarter)	1½	Oct. 1	Aug. 27	Sep. 6
Canadian Pacific	2	Oct. 1	Sep. 9	Oct. 2
Canadian Pacific pf.	2	Oct. 1	Sep. 2	Oct. 2
Chi. & East. Illinois pf. (quarter)	1½	Oct. 1	Sep. 14	Sep. 19
Chi., Mil. & St. Paul (semi-annual)	2½	Oct. 21	Sep. 23	Oct. 3
Chi., Mil. & St. P. pf. (semi-annual)	3½	Oct. 21	Sep. 23	Oct. 3
Chicago & Northwest pf. (quarter)	1¾	Oct. 6	Sep. 21	Sep. 29
Cleve., C., C. & St. L. pf. (quarter)	1¼	Oct. 20	Sep. 30	Oct. 6
Evansville & Terre Haute pf.	*2	Oct. 15	Sep. 30	Oct. 16
Manhattan (quarter)	1	Oct. 1	Sep. 16	Oct. 3
New York Central (quarter)	1	Oct. 15	Sep. 15	Oct. 5
New York & Harlem (quarter)	2	Oct. 1	Sep. 15	Oct. 6
New York & Harlem pf. (quarter)	2	Oct. 1	Sep. 15	Oct. 6
N. Y., N. H. & Hartford (quarter)	2	Sep. 30	Sep. 17	Oct. 1
Pitts., Youngs. & Ashtabula	3	Sep. 24	Sep. 15	Sep. 26
Pitts., Youngs. & Ashtabula pf.	3½	Sep. 24	Sep. 15	Sep. 26
Rio Grande Western	†2	Sep. 30	Sep. 20	Oct. 1
Sunbury & Lewistown	4	Oct. 1	Sep. 15	Oct. 1

*And 2 per cent. payable April 15, 1899. †Payable in preferred stock at par.

STREET RAILWAY STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Chicago City Railway	3	Sep. 30	Sep. 16	Sep. 21
Metropolitan Street (quarter)	$1.25	Oct. 15	Aug. 31	Sep. 12
North Shore Traction pf.	3	Oct. 1	Sep. 13	Oct. 18
Philadelphia Traction	$2	Oct. 1	Sep. 20	Oct. 1
United Traction & Electric of J. C.	¾	Oct. 1	Sep. 21	Oct. 4
West End, Boston	3½	Sep. 17	Sep. 17	Oct. 2

TRUST COMPANY STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Franklin, Brooklyn, (quarter)	2	Oct. 1	Sep. 23	Oct. 1
Manufacturers', Brooklyn, (quarter)	2	Oct. 1	Sep. 24	Oct. 2

MISCELLANEOUS COMPANIES.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
American Caramel (quarter)	2	Oct. 1	......	......
American Sug. Refining (quarter)	3	Oct. 3	Sep. 14	Oct. 4
American Sugar Ref. pf. (quarter)	1¾	Oct. 3	Sep. 14	Oct. 4
Calumet & Hecla Mining	$10	Sep. 30	Sep. 8	Sep. 30
Chi. Junction Rys. & Union Stock Yards pf. (quarter)	1½	Oct. 1	Sep. 15	Oct. 3
Commercial Cable (quarter)	1¾	Oct. 1	Sep. 20	Oct. 3
Ed. Elec. Ill. of Brooklyn (quarter)	1½	Oct. 15	Sep. 30	Oct. 15
Exploration Syndicate (quarter)	$2.50	Oct. 1	Sep. 26	Oct. 1
Homestake Mining (monthly)	25c	Sep. 26	Sep. 20	Sep. 26
Homestake Mining (extra)	25c	Sep. 26	Sep. 20	Sep. 26
International Paper pf.	1½	Oct. 1	Sep. 20	Oct. 3
Mergenthaler Linotype (quarter)	2½	Sep. 30	Sep. 17	Oct. 1
Mergenthaler Linotype (extra)	2½	Sep. 30	Sep. 17	Oct. 1
Minnesota Iron (quarter)	1½	Oct. 15	Sep. 15	Oct. 17
New Central Coal (semi-annual)	2	Oct. 3	Sep. 27	Oct. 4
Philadelphia Company (quarter)	1	Oct. 10	Sep. 30	Oct. 10
P. Lorillard pref. (quarter)	2	Oct. 1	Sep. 20	Oct. 1
Swift & Co. (quarter)	1¾	Oct. 13	Sep. 19	Oct. 14
Texas & Pacific Coal (quarter)	1½	Oct. 20	Oct. 1	Oct. 20
Union Ferry (quarter)	½	Oct. 1	Sep. 21	Oct. 5
U. S. Leather pf. (quarter)	1¼	Oct. 1	Sep. 15	Oct. 3
Welsbach Light Co.	$1	Sep. 19	Sep. 12	Sep. 20
West. Union Telegraph (quarter)	1¼	Oct. 15	Sep. 20	Oct. 16
Westinghouse Air Brake (quarter)	2½	Oct. 10	Sep. 30	Oct. 10
Westinghouse Air Brake (extra)	2½	Oct. 10	Sep. 30	Oct. 10

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Alabama Great Southern	......	......	Oct. 5	Annual
Bell Telephone, Philadelphia	......	......	Sep. 29	Special
Central Park, N. & E. River R. R.	......	......	Oct. 18	Annual
Chesapeake & Ohio	Sep. 19	Oct. 19	Oct. 18	Annual
Chicago, Burlington & Quincy	Sep. 30	Nov. 3	Nov. 2	Annual
Chi., Ind. & Louisville	Aug. 31	Sep. 22	Sep. 21	Annual
Evansville & Terre Haute	Sep. 27	Oct. 18	Oct. 17	Annual
Forty-second & Grand St. F. R. R.	......	......	Oct. 4	Annual
Fulton Street Railroad	......	......	Oct. 4	Annual
Hawaiian Sugar	......	......	Oct. 18	Special
Illinois Central	Sep. 12	Sep. 29	Sep. 28	Annual
Lake Erie & Western	Sep. 3	Oct. 3	Oct. 5	Annual
Louisville & Nashville	Sep. 23	Oct. 6	Oct. 5	Annual
Michigan Pen. Car	Sep. 24	Oct. 5	Oct. 4	Annual
Minneapolis & St. Louis	Sep. 3	Oct. 5	Oct. 4	Annual
New York Central	Sep. 15	Oct. 6	Oct. 5	Special
N. Y. & East River Ferry Co.	Sep. 16	Oct. 7	Oct. 6	Annual
North & East River Railway	......	......	Oct. 4	Annual
New York & Harlem	Sep. 15	Oct. 6	Oct. 5	Special
N. Y. & New Jersey Bridge Co.	......	......	Oct. 4	Annual
N. Y., Ontario & Western	Aug. 27	Sep. 29	Sep. 28	Annual
Norfolk & Western	Oct. 1	Oct. 17	Oct. 12	Annual
Northern Pacific	......	......	Oct. 4	Annual
Rio Grande Southern	Oct. 7	Oct. 21	Oct. 17	Annual
St. Paul & Duluth	Sep. 23	Oct. 14	Oct. 13	Annual
St. Joseph (Mo.) Gas	Aug. 20	Sep. 22	Sep. 21	Annual
St. Louis Southwestern	Sep. 3	Oct. 5	Oct. 4	Annual
Standard Rope & Twine	Aug. 31	Sep. 21	Sep. 20	Annual
Thirty-fourth St. Crosstown	......	......	Oct. 4	Annual
Union Ferry	Sep. 21	Oct. 5	Oct. 4	Annual
Union Pacific	Sep. [illegible]	Oct. 12	Oct. 11	Annual
Western Union Telegraph	Sep. 20	Oct. 17	Oct. 12	Annual

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THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
Sept. 15, 1898	£34,650,808	......
Sept. 16, 1897	35,311,749	......
BANK OF FRANCE.		
Sept. 15, 1898	74,851,894	£49,615,279
Sept. 16, 1897	80,287,800	48,533,332
BANK OF GERMANY.		
Sept. 15, 1898	27,939,000	14,393,000
Sept. 16, 1897	27,749,000	14,295,000
RUSSIA.		
Sept. 15, 1898	106,588,000	4,218,000
Sept. 16, 1897	92,690,000	4,726,000
AUSTRIA-HUNGARY.		
Sept. 15, 1898	35,222,000	12,595,000
Sept. 16, 1897	38,132,000	12,541,000
SPAIN.		
Sept. 15, 1898	10,656,000	5,484,000
Sept. 16, 1897	9,028,000	10,590,000
ITALY.		
Sept. 15, 1898	14,778,000	2,195,000
Sept. 16, 1897	15,260,000	2,449,000
NETHERLANDS.		
Sept. 15, 1898	4,314,000	6,780,000
Sept. 16, 1897	2,632,000	6,838,000
BELGIUM.		
Sept. 15, 1898	2,877,000	1,439,000
Sept. 16, 1897	2,826,000	1,413,000
Total for the week	£311,876,702	£96,719,279
Total preceding week	314,563,669	97,490,577
Corresponding date last year	303,916,549	101,385,332

Guaranty Trust Co.

of New York.

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